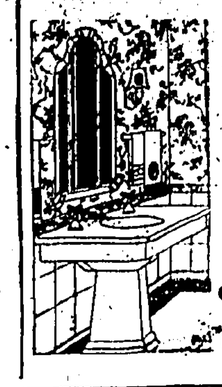

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ANNOUNCEMENT!

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CHINA'S NEED IN THE CURRENCY CRISIS.

BRITAIN INVITED TO TAKE LEAD.

REHABILITATION OF SILVER, NOT A LOAN.

TRADE PROSPECT.

"What China needs is a restoration of the value of existing silver stocks, not a wholesale addition to those stocks, call it loan or anything else," declared Mr. Z. U. Zau, the Director of the Bureau of Commercial Information in Shanghai, in an interview granted to the *Shanghai Times*.

"If it were possible to get concerted action taken for the stabilization of the silver market," said Mr. Zau, "it would be soon possible to get the trade which is now paralyzed into movement again, and this would be to the benefit not only of China but of all the countries which have commercial dealings with us. It is no use talking about making a silver loan to China.

We do not want anyone to lend us silver, but what we do want is someone who will help us bring back to silver the value it has lost during the last few years, and especially during the past 12 months.

Eleven years ago the tael was worth about seven times what it stands for to-day in exchange quotations, but we do not want to see the pendulum swing that far. All we want is to see silver recognized for what it is—a metal which has been regarded for centuries in Eastern countries as having a definite monetary value as currency, and not subject to the violent fluctuations which result from speculative dealings in a commodity.

A Vicious Circle.

"I quite realize," proceeded the Director of the Bureau of Industrial and Commercial Information, "that recovery in the value of the dollar to two shillings is not going to solve all Great Britain's industrial problems. I quite realize that other nations as well as Great Britain are interested in the China market, and that the depression in British exports to this country is only one aspect of the very complicated problem which faces British industry. Yet it seems to me that all these things react one upon the other. A revival of British trade with China would have a stimulating effect upon business generally, just as the effects of depression and unemployment are cumulative. When a factory closes down and 1,000 operatives are put out of work, their misfortunes give rise to others. Unemployed men and women have to deprive themselves at once of all the little luxuries they used to enjoy—thus causing more depression and, in time, more unemployment. Then, as time goes on, they have to deprive themselves of necessities—again causing more depression and more unemployment.

Why Britain Should Act.

"Great Britain has so large an interest in China trade," said Mr. Zau, "and it seems to me she should be one of the first to take action with a view to ascertaining what can be done by international agreement to raise the value of silver. It is British policy, again, in India which has added so materially to the decline in the value of silver—another reason, it seems to me, why Great Britain should take the initiative in making at least an endeavour to reach some sort of international understanding for re-establishing silver as a standard basis of credit. Other countries are also suffering from China's inability to pay the prices asked for foreign goods when values are expressed in terms of silver, so that there does not seem to be any reason for supposing serious opposition would be offered to a British effort to put matters on a business-like basis again.

China Helpless.

"China cannot do anything to remedy the situation by herself; whatever action is taken—if any is taken before a complete crash comes—must be international, and I would be pleased to see Great Britain taking the lead in promoting a 'get together' movement to see what can be done not only to prevent the further decline of silver, but to restore general confidence in the metal as a basis for international credit and commerce. It may cost some sacrifice on the part of all concerned to get silver back to something like its old position, but in the end such sacrifice would be justified and repaid.

British Mission's Views.

"I have no doubt," concluded Mr. Zau, "that the members of the British Economic Mission, during the two months they have been in close contact with Chinese business-men as well as their own countrymen engaged in commercial activities, have given very close attention to this problem of silver values, and I shall be very interested to learn what conclusions the Mission has come to on the subject. As I said last November, in commenting upon the arrival of the Economic Mission, British goods are greatly appreciated by the Chinese people by reason of their high and consistent quality, but even these excellent virtues are of no avail if the prices are beyond the means of those who would buy those goods if the money in their purses were sufficient to pay for them. But so long as the dollar is worth less than one shilling, instead of being about equal to two, any general revival of business seems to me impossible."

PRESIDENT BOAT IN COLLISION.

MEETS KUMSANG IN FOG NEAR AMOY.

SLIGHTLY DAMAGED.

A report was received this morning at the local offices of the Indo-China Steam Navigation Company (Messrs. Jardine, Matheson and Co.), that the s.s. Kum Sang, plying between Hongkong and Calcutta, came into collision with the s.s. President Hayes off Amoy yesterday.

So far as can be ascertained, the collision occurred in a heavy fog, the Kumsang suffering some damage above the waterline. This is believed to be slight, and she was able to proceed to Amoy.

The President Hayes continued her journey from Shanghai, arriving in Hongkong this morning.

Captain Ferguson is the master of the Kumsang, and Captain Ridley of the President Hayes.

The Kumsang, at the time of the accident, was carrying general cargo, and it is reported that no casualties were suffered.

COMMANDER OF THE PANDORA.

Found Guilty of Negligently Hazarding Ship.

REPRIMAND SENTENCE.

Gibraltar, Jan. 23.

Lieut. Commander A. L. Besant, the commander of the submarine Pandora, appeared before a court-martial to-day in connexion with the collision of the Pandora and the Proteus.

Lieut. Commdr. Besant was charged with having negligently hazarded his ship.

The court-martial found the charge to be proved, and sentenced the officer to be severely reprimanded.—*Reuter.*

BROPHY FLIGHT INTERRUPTED.

FORCED DOWN BY FOG

Shanghai, Jan. 23.

Owing to fog, Mr. G. W. Brophy, of the L. E. Gale Company, whilst on an attempted non-stop flight to Canton from Shanghai, was compelled to land at Chuchow, in Chekiang, 220 miles south of Shanghai.

He intends to resume his flight this morning.—*Reuter.*

MOTOR CAR OVERTURNS.

ARGYLL OFFICERS INVOLVED.

N.C.O. INJURED.

Two officers of the Argyll and Sutherland Highlanders and a sergeant were involved in an unpleasant motor accident on the Shatin Road yesterday afternoon, and, as a result, the N. C. O. fractured an arm, but the others, fortunately, escaped injury.

Lieut. J. C. Church, of the Argyll and Sutherland Highlanders, was driving a two-seater roadster along the Shatin Road, travelling towards Taipo at about 1.30 p.m. yesterday, and when he had reached a point about two hundred yards beyond the Shatin Railway Station, the car ran over the bank and turned a complete somersault.

Besides Lieut. Church, there was another officer from the same regiment in the seat next to the driver's, while Sergeant Anderson was riding in the "dicky" seat at the rear. Neither officer was injured, but the sergeant received a fractured arm.

A telephonic message was immediately sent through for the ambulance and the sergeant was brought into town and removed to the Military Hospital.

GANDHI RELEASE PROBABLE.

AMNESTY ORDER PROBABLE DURING WEEK-END.

New Delhi, Jan. 23.

Gandhi will probably be released this week-end, it is stated here day.

The Moslem members of the Legislative Assembly have issued a statement appealing to Lord Irwin to exercise his prerogative to declare an amnesty of political prisoners to enable Gandhi, Motilal Nehru and other Congress leaders to participate in the working out of the new Constitution promised as a result of the deliberations at the Round Table Conference.—*Reuter.*

Later.

The Moslem statement expresses gratitude for Mr. Ramsay MacDonald's declaration of policy, and appeals to the Viceroy to pardon political offenders in order to create a good atmosphere for further co-operation.—*Reuter.*

DEATH DUE TO ACCIDENT.

MANSLAUGHTER CHARGE WITHDRAWN.

In the case in which So Yu, a scaffold builder, of 24, Lun Fat Street, was arrested for the manslaughter of Chan Fo-yeung, a carpenter, recently, Detective Sub-Inspector Murphy, before Mr. Lindsell at the Central Police Court this morning, applied for the withdrawal of the charge.

It was disclosed that the fatality had resulted from a fight with a hatchet and a subsequent fall from a building on to the new reclamation on which the two men were at work. This morning the prosecuting officer said that he had investigated the matter and was satisfied that the deceased died as a result of the fall brought about by pure accident.

The defendant was accordingly discharged.

OPIUM DECISIONS AT GENEVA.

THE DRAFT CONVENTION APPROVED.

Geneva, Jan. 23.

The Opium Traffic Advisory Committee's report to the Council was adopted to-day, as also was the draft Convention limiting the manufacture of narcotics to the world's legitimate requirements for scientific purposes and the regulating of the distribution thereof.—*Reuter.*

THE SHELLING OF THE BADEN.

FORT AND CAPTAIN BOTH BLAMEWORTHY.

A MYSTERY SIGNAL.

Hamburg, Jan. 23.

A special Maritime Court investigating the incident at Rio de Janeiro in October last, during the Brazilian Revolution, when the German steamer "Baden" was shelled by a fort at the entrance to the Harbour, twenty-six persons being killed and 43 injured, has promulgated its findings.

The evidence showed, said the Court, that the affair was due to a chapter of misunderstandings.

The garrison of the fort was blameworthy in the first instance for exhibiting an unintelligible signal, which occasioned a badly aimed warning shot.

The captain of the "Baden" was found to be blameworthy for overlooking notices on his sailing permit, the Court being of opinion that he should have stopped immediately he saw the unintelligible signal from the fort.

The captain of the Baden stated that he left Rio with a special permit from the port authorities. He saluted all warships and forts by lowering his flag and also signalled with a steam whistle before passing ports.—*Reuter.*

KAYE DON'S SPEED ACHIEVEMENT.

"Miss England" Now Shown to Have Done 107 M.P.H.

NO FURTHER TRIALS.

London, Jan. 23.

The proposed further trials of the motorboat "Miss England II" on Lough Neagh, have been abandoned as unnecessary, as the corrected figures show that she attained yesterday a speed of over 107 miles an hour.

Experts to-day examined the vessel, which appears to have withstood the tests satisfactorily. She will be crated and dispatched forthwith to Buenos Aires, in preparation for an official attempt by Kaye Don to lower the world's record.—*British Wireless.*

BRITISH INDUSTRIES FAIR.

TEXTILE SECTIONS TO MAKE BIG APPEAL.

London, Jan. 23.

The organisers of the British Industrial Fair, opening in London and Birmingham on February 16th, state that buyers attending will include an unusually large proportion attracted by the Textiles Sections of the Fair in London, including the Cotton Textile Section at the White City, the enlarged Textile and Clothing Section at Olympia and the Artificial Silk Exhibition at Albert Hall.

The general attendance promises to be large, and acceptances by overseas buyers already exceed by 29 per cent. those received by the same date last year.—*British Wireless.*

WORLD DISARMAMENT CONFERENCE.

TO BE HELD AT GENEVA NEXT YEAR.

Geneva, Jan. 23.

The League Council, at a private session, decided that a World Disarmament Conference, to discuss the draft Convention drawn up by the Preparatory Disarmament Committee, shall be held at Geneva on February 2nd, 1932, provided the League Council is satisfied that proper arrangements can be made for the delegates and newspaper correspondents.

The choice of President of the Conference was left to be decided at the May meeting of the League Council.—*Reuter.*

MEOPHAM CRASH ENQUIRY.

BREAK-UP OF MACHINE IN MID-AIR.

PHENOMENON DESCRIBED AS BUFFETING.

PROBABLE CAUSE.

London, Jan. 23.

The most shocking air disaster of 1930, the crash of an all-metal Junkers aeroplane at the small Kent village of Meopham, resulting in the deaths of all the passengers and crew, is the subject of a report issued to-day by the Accidents Investigation Sub-Committee of the Aeronautical Research Committee of the Air Ministry.

The aeroplane was flying in a gale at the time of the tragedy. It fell to pieces in the air for no apparent reason.

Three of those killed were titled people, Marquis Dufferin, Lady Ednam and Sir Edward Ward; another was Mrs. Loeffler, the hostess of the first two named, at Le Touquet at her villa there.

Two other victims were the noted pilot, Colonel L. P. G. Henderson, who owned the machine, and the second pilot, Mr. C. D. Shearing.

The cause of the disaster was a complete mystery. The wings of the aeroplane fell off and dropped two miles away from the bodies. The engine fell out of the machine. There was no sign of fire or of an explosion. The machine seemed to scatter into fragments.

Committee's Finding.

After a full review of the various alternative hypotheses, the Air Ministry Sub-Committee find that the most probable primary cause of the disaster was the phenomenon known as "buffeting"—a species of irregular oscillation—which caused a breakage of the tail until in the first instance..

Afterwards a wing came off, the engine fell into Leylands Court, and the body of the fuselage, containing only the body of the pilot, fell a mass of wreckage near Cotton Meads Bungalow.

Research Suggested.

The Sub-Committee recommend that the phenomenon described as buffeting be investigated, and steps taken to place the measurement of turbulence in the air, described generally by pilots as pumpings, on a definite scientific basis, by the carrying of accelerometers on aircraft, or by other means.

Such measures, the Committee state in their Report, will help to define the size, destribution and sharpness of up and down currents.

Such knowledge is needed to determine the load factors to which aeroplanes should be designed.—*British Wireless.*

LETTER AIR MAIL POPULAR.

OVER FORTY TONS CARRIED LAST YEAR.

STEADY PROGRESS.

London, Jan. 23.

During the past quarter, 24,000 pounds of Letter Air Mail were carried from England, as compared with 21,000 during the corresponding quarter of the previous year.

The carryings to India totalled 11,000 pounds and were again larger than those to any other country, the Christmas mail accounting for 4,400 pounds. The mail of December 13th weighed nearly 1,800 pounds, constituting a record for a single flight by this or any other air service from England.

The proportion of mail for Empire destinations amounted to more than one half of the total mail carried during the quarter.

Traffic for European countries, however, continued to grow and showed an increase of 33 per cent.

During the whole of last year, the total weight of Air Letter Mails despatched was 42 tons, as compared with 30 tons in the previous year.—*British Wireless.*

Bulls and Inners

From the Office Butts.

A reader thinks some of the Colony's football grounds ought to have more exits. This would certainly give the referee a chance.

According to the police, some motor-car headlights carried in Hongkong are regular Bobby-dazzlers.

Talking of the trade depression, the movie parachute-jumper is another man whose business seems to be falling off.

A writer says if you watch a game, it's a pastime, but if you play it, it's recreation. To which we would add that if it's heard, it's golf.

Miniature golf at Lane, Crawford's certainly stimulates the demand for five o'clock tee!

Another infamous saying:—"You're so different."

With big-game hunters, no Gnus is bad news!

If somebody would only film a talkie of a Hongkong street, that would be sound advertising.

When some people brag about being self-made men, it's really a confession.

With the local cricket season now in full swing, there's no rest for the wicket.

Poet: But I beg you—I've put my whole mind into this Poem!

Editor: And I tell you we're not buying blank verse.

The Week's epitaph:

Here lyes ye bodie of William Blank;
A man of sterling worth,
Who had much money in ye banke,
He thought he owned ye earth.
His dollars fell and never rose;
He made most awful faces.
Then in despair, turned up his toes;
Though now he's on gold basis.
So ye who pass beneath this tree,
Moan never more, nor carp.
But think of William (in his glee—
Complete with golden harp.

"Girls Mob Bridge Champion," says heading in a Manila paper. Probably because he was good at holding hands.

The latest invention is an illuminated keyhole. Strange to say, it will make its biggest appeal to those already lit up.

Vocalists touring the East know better than to describe themselves as silvery-voiced singers.

We live in hopes of reading an announcement that some of our Civil Servants have agreed to hand over conscience money to the Treasury at least once a month.

"The bride wore a silver train" stated a recent wedding report. A "Tin Lizzie" would be of more value these days.

The tourist season is about to commence, which means that the chirp of the Lesser Horn-Rimmed Oof Bird will soon be heard in our midst.

Currency Note: — Co-incident with the fall in the value of silver, there is a simultaneous depression in the worth of quarter-cent points at bridge.

The wrong kind of furniture, an expert says, produces tiredness and irritability. Naturally, this sets us to wondering about those seats at home.

These days a reporter and the Treasurer get along like Seidlitz powders in a glass of water.

If the Government allows the dollar to become much cheaper, we shall awaken one morning to find that an American tourist has bought the Peak.

We don't care whether its pronounced stab-illse or stay-billse as long as somebody does it quickly.

It is predicted that next Summer's bathing styles will be even more backless. This fashion will doubtless appeal to lovers of the wide open spaces.

The case in which caddies were charged with cutting golf-bags showed that at any rate they made a hole in one.

"Kwangtung to Put All Receipts in Line," says newspaper heading. We prefer to put ours in the bank.

"Will Anybody Have a Drink?" was broadcast from the Hongkong studio this week. A local Aberdonian complains that he wasn't even given a chance of replying.

On landing in America, Einstein let it be known that he wanted peace and quietude during his stay. Why didn't he insist on being seen only by those who understood relativity?

"Low Price of Paddy," says newspaper heading. The Hongkong St. Patrick's Society should look into this.

The day of perfect typists will be here when someone invents a typewriter that can spell.

We hear of a local Aberdonian who hasn't even a minute to spare.

Business is humming at Taipo, since extra men have been engaged to exterminate the mosquito.

Gardening Hint:—Onions may now be transplanted in tiers, but care should be taken in repairing the leeks.

As the illiterate one said to the new owner of a £100 car, "We senior minor!"

Korean Communists have been detained at Harbin. We don't envy them their future Korea.

China has appointed Mr. C. R. Crane an honorary adviser to the Government. What a neck!

There have been two earthquake shocks in the F.M.S. this week. Which raises the old query, is a seismic belt better than a chest protector?

A contemporary makes an eloquent plea for compensation to Government servants by reason of the fall in the dollar. If they are really suffering, we should be tickled to death to be hurt.

St. Patrick's Society are going to give a ball. Many local Scotsmen have offered to take it.

We hasten to assure various correspondents, nationality uncertain, that the gentleman who announced the bouts at last Wednesday's Army Boxing Tournament, was under the impression that some of these Argyll lads belonged to the Air Force and believed in high landing.

According to a recent Marine Court case, salt has to be put on a ship from the wharf only. Putting it on the tail-end is therefore illegal.

An Indian tennis player insisted on meeting Austin or nobody. He walked off when this was refused. As Austin himself might say, this is the "Baby" complex.

There are still several persons in the Colony with a real silver solution—chiefly chemists and photographers.

One realises what a peaceful Colony this is on learning for the first time that there are 150 resident Irishmen.

"Religion by Radio," reads a newspaper headline. This will doubtless induce an ecstatic frame of mind.

Headline: "Bargain Sales Banned by Chinese Merchants." Probably by the peace-loving type who are determined to stop quarter-attacks.

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CHINESE ECONOMIC CONDITIONS.

COUNSELLOR'S REVIEW OF THE SITUATION.

A report has been issued by the Department of Overseas Trade on "Economic Conditions in China to August 30, 1930." It has been compiled by Mr. E. G. Jamieson, C.B.E., Acting Commercial Counsellor at Shanghai, and with it is a statement on the trade of Manchuria by Mr. W. B. Cunningham, British Consul at Dairen.

The report states that "it is no exaggeration to say that China is faced with a very grave financial crisis unless peace is quickly restored." Happily, peace has since arrived, but the report gives an up-to-date review of the legacy of disorder left by the war, with which the authorities are now called on to grapple. The hand-to-mouth policy enforced upon the Government by the incessant military operations has been carried to such lengths that there is no source of revenue which is not heavily encumbered with debt, sometimes at most exorbitant rates of interest. Though all the foreign loan and indemnity obligations secured on the Customs revenues in 1929 and in the first eight months of 1930 were duly met, the doubling of these revenues through the tariff increases of February, 1929, has had little effect on the position of unsecured foreign loan obligations. The reason is that an ever-increasing load of internal debt has been piled on these additional revenues, taking precedence of all other liabilities. The absence of any Budget system renders the exact financial situation of the country difficult to determine, but an estimate is quoted which places the total amount of foreign loans on January 1, 1930, at £95,000,000. The service of these loans for 1930 would require £13,000,000, of which it was believed that only £9,700,000 would be met, the remainder going by default. The total amount of internal indebtedness was placed at $544,000,000, including $343,000,000 issued by the Nanking Government since 1927.

The net value of the foreign trade of China during 1929 amounted to the record sum of 2,281 million Haikwan taels. Imports, as compared with 1928, which was the previous highest record, increased by more than 69 millions, and exports by 24 millions. The sterling value of this trade at the average rate of exchange of 2s. 7 13-16d. amounted to £302,413,089, as compared with £319,554,403 in 1928, when the rate of conversion was 2s. 11 1-16d.

In regard to the distribution of trade, it is found that, excluding Hongkong from the British Empire for purposes of comparison, Japan easily retains the premier position, although, owing to the Japanese boycott in 1929, the balance of trade in her favour was considerably reduced.

British Methods of Marketing.

Criticism of British marketing methods appears in the report.

"One has so constantly heard on all sides," writes Mr. Jamieson, "that there is 'nothing doing,' that markets are dull and that business is impossible under existing conditions, that a too pessimistic viewpoint may have been unconsciously acquired. For this reason I would refer again to what was described in last year's report as the brighter side of the picture, and to emphasise the fact that friendly relations have been restored between the British and Chinese merchants and people as a whole. British goods are popular, our reputation for fair dealing still holds good, but price, price, price is the dominating factor. It has been said, and probably not without truth, that whereas there are constant reports of stagnation in the old-established lines of business, the balance of British trade is being made up in other directions. Furthermore, that while it is known that certain firms with large overhead charges have not been in the most prosperous condition in recent years, banks have found that there has been the tendency for business to spread itself over a large number of small concerns able to exist on minute margins of profit.

It cannot be too strongly emphasised that trading conditions have changed and are changing very rapidly. Tariff autonomy was restored to China as from February 1, 1929, and one year later saw the introduction of the gold unit in place of the Haikwan tael as the basis of duty payments. The new system, while quite fair in principle, has added considerably to the silver amount of duties on imports. Competition from countries such as Italy, Belgium, Czechoslovakia, etc., which formerly were not largely concerned in exports to China, is becoming more and more severe. The increasing tendency towards direct trading, the fostering of home industries, and restrictive legislation on the part of the Chinese Government are all factors which will have to be reckoned with. The days of large profits in old-established lines of trade are gone, and only the closest co-operation between the manufacturer and the agent or merchant here can help British trade to regain its former pre-eminence."

Leading Traders' Views.

Mr. Jamieson then quotes the following expressions of opinion from leading British merchants in Shanghai and Canton which are of interest:

"It would seem necessary to impress upon the manufacturers the necessity of meeting the competition of the manufacturers of other countries who realise that trade cannot be secured unless it is sought and that the seeking costs money. To introduce a new article or maintain the sale of an established product it is necessary to expend cash. In the first place, the 'bread of the waters' may come back and may not. The Americans realise this and support their agents accordingly. The British manufacturers for the most part do not, leaving the cost of introduction up to the merchant. The result is that no merchant will undertake an agency unless he is almost 100 per cent. sure of securing profitable results. He cannot afford to take the risk otherwise.

"It must be remembered that in most cases the merchant handling British goods provides the selling organisation, undertakes advertising and assumes all the risks of the transaction, and in machinery must give more or less extended credit for which consequently he is obliged to work on conservative lines. Were he in a position to be more adventurous, the results might be beneficial to manufacturers, but without more support from them he would not be justified in taking more risks.

"The question of price competition is, of course, another and a very serious problem. The merchant can advise regarding the competition to be met, but obviously it must be up to the manufacturers to devise means."

Summary of Report.

The Commercial Summary includes an analysis of the imports and exports of China; and the usual Hints for the use of Commercial Visitors are supplemented by Hints to Merchants and Manufacturers. The Introduction, in which these hints are found, also contains a section summarising Tariff and Taxation developments. These include the introduction of the system of payment of duties in gold units to offset the heavy fall in silver. There is also a section summarising the important legislation regarding Trade Marks, Patents and Copyright.

In Chapter II, the Acting Commercial Counsellor reviews the financial situation, in which there is unfortunately no improvement to record, the resources of the country being drained by the need for money to support large armies in the field. The position in regard to the foreign loan service is examined.

The chapter on Transport and Communication gives notes on the financial position of some of the principal Chinese railways, whose debts to British firms are still unpaid. A summary of conditions prevailing in the Shipping Industry is given. Considerable advance has been made during the past year in the construction of highways; and the Acting Commercial Counsellor, in a long section on Aviation, urges British manufacturers of aircraft to pay attention to the growing importance of air transport in China.

After a short chapter on Industrial Production, including mining, the chapter on Trade gives an exhaustive survey of the foreign trade of China, which, in spite of the difficulties it has had to contend with, has shown marvellous vitality. The British Empire, including Hongkong, retains her position and can lay claim to 21.6 per cent. of the import trade as against 19.6 per cent. in 1928. Brief sketches of trade conditions in the chief distributing centres and detailed analyses of the markets for various classes of goods are given. The chapter is supplemented by appendices containing statistics of the net value of the foreign trade of China, the share of the British Empire and foreign countries, and lists of the principal articles imported into and exported from China.

In a final chapter on British Trade with China, the Acting Commercial Counsellor discusses future prospects. While British goods are popular and our reputation for fair dealing still holds good, "price, price, price is the dominating factor."

A further stage in the anti-noise campaign in Paris has been reached by the issue to Paris police of instructions to summon all owners of unsilenced motor-cycles.

DEATH OF MILITARY OFFICER.

COMMANDED MAHRATTAS IN HONGKONG.

Colonel William Spiller Birdwood, late Indian Army, who died on Boxing Day at Colmer, Modbury, Devon, at the age of 76, was in command of the 110th Mahratta Light Infantry for 2½ years on active service in China, stationed at Kowloon.

Colonel Birdwood was the son of Sir George Birdwood who for many years was a special commissioner at the world's exhibitions in both hemispheres and was an authority on oriental and Far Eastern products and arts. Late Colonel Birdwood was uncle of Field Marshal Sir William Birdwood.

Mr. Edney Page Dies at Age of 80.

The death took place at the Country Hospital, of Mr. Edney Page, one of Shanghai's oldest residents. Mr. Page, who was prominent in local church and masonic activities, was in his 80th year.

Mr. Page resided in China for approximately 42 years, coming to Hongkong in 1889, to join Messrs. Brewer and Co., booksellers and stationers. After spending some years in the Crown Colony, he went to Shanghai, where he assumed the Managing Directorship of Messrs. Brewer and Co. He held this post until the firm was liquidated two years ago. Mr. Page retired from active business and up to the time of his death, served as secretary to the Trustees of Holy Cathedral Trust.

During the later years of his life, Mr. Page took great interest in church activities and in the construction of the Cathedral School, Henry Lester Endowment.

Mr. Page led a very quiet life, taking no part in club activities. He was, however, a very active Mason, being one of the highest in local Masonic circles. Until his health commenced to fail, he was the Deputy District Grand Master of all English Lodges in China, having held the following ranks: Past Principal of the Zion Royal Arch Chapter; Past Master of the Tuscan Lodge, and in England he held the rank of Past Grand Standard Bearer.

Mr. Page was married twice, his first wife being a daughter of Mr. Brewer. He is survived by his widow. He leaves two daughters, Mrs. Vanbergen, who is at present in America and Mrs. Dobbey, now in Tientsin. A third daughter, now deceased, was the wife of Dr. A. C. Bryson. A nephew of the deceased, Mr. H. E. Brewer, is residing in Shanghai.

THE GLEE SINGERS.

RECORD BOOKINGS FOR SEATS REPORTED.

Record booking is reported from Moutrie's for the forthcoming season of six nights and one matinee of the Westminster Glee Singers and intending patrons are advised to make their first visit early in the season, as the programmes are changed every night and once the company has been seen and heard, and their novel and unconventional mode of presentation has "caught on" with the audience, the same faces are to be seen at the theatre night after night. This is obviously the case, as the company has been out from London nearly three years now, including 18 months in Canada, 10 months in Australia and four in New Zealand, and their tour of the Dominions will not be concluded until the end of this year, as Japan, India, Africa and Egypt have yet to be visited.

The success of the Westminster Glee Singers has been accounted for by the general excellence of each one of the artists, instead of having one star, and the remainder most clearly "supports", which the Westminster Glee Singers certainly have not. And the fact that such a light note has been struck in the programmes, with so many comedy items and droll quartettes, draws the man in the street as well as the keen musical critic who finds his demands in beauty of song as well as interpretation well catered for. The big company arrives from Manila tomorrow by the President Jackson.

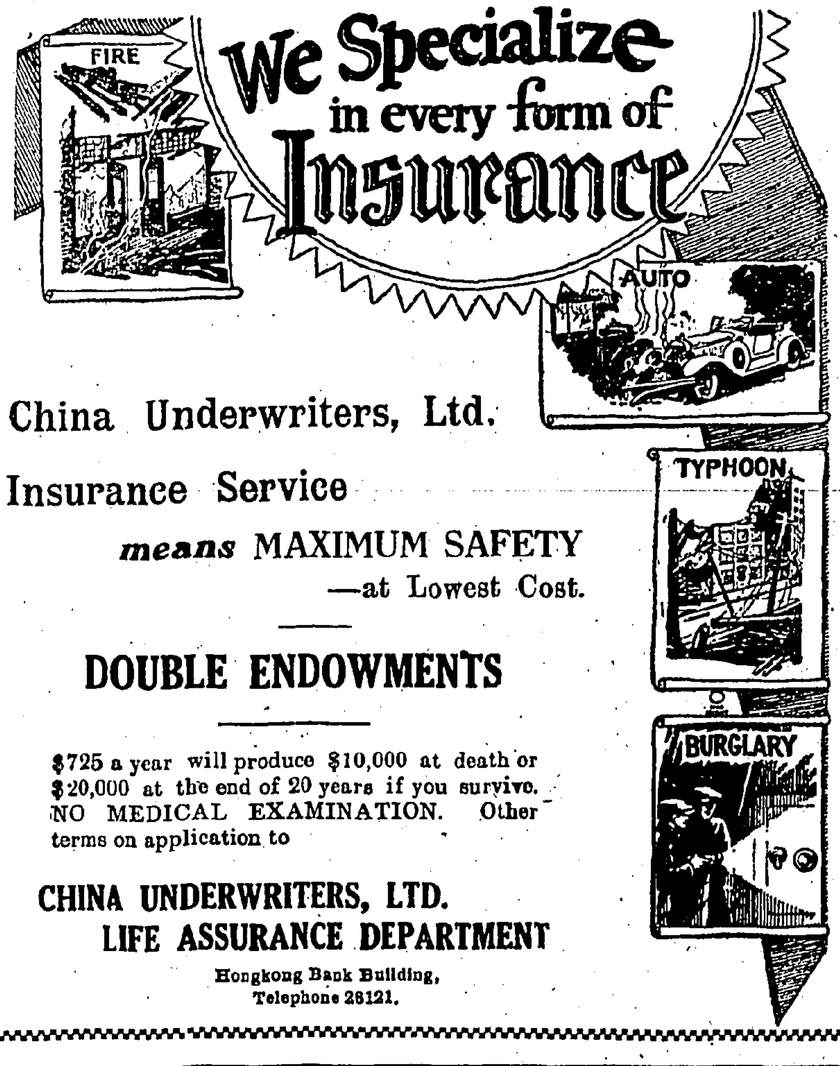
SOVIET ACTIVITY IN CHINA.

THE RED REPUBLIC IN KIANGSI.

Reports from China which have reached Moscow state, according to the Riga correspondent of *The Times*, that the new-born "Chinese Soviet Republic," with its chief centre in Kiangsi Province, is already experiencing internal difficulties similar to those which have afflicted the Communist Party of the U.S.S.R., and that the Chinese Communist Party has its Left Wing and Right Wing heretics who oppose the official Leninist policy, especially as regards the extermination of Chinese *kulaki* [well-to-do peasants].

But, the statement continues, the Chinese Communist Party has a centre of about 200,000 orthodox members, who have decided to cast out all Left Wing and Right Wing waverers and enforce the following fourfold programme:—(1) The creation of a strong, trustworthy Red Army with a firm territorial foundation; (2) the organisation of a stable Soviet Government within the Sovietised territory, based on the Red Army forces; (3) the increase of this territory by fomenting economic warfare outside the present frontiers of Soviet China; and (4) the carrying out of a systematic and consistent policy within Soviet China for the accomplishment of a Communist agrarian revolution.

Pravda has published the text of a letter from a Chinese Red soldier, who says: "We shoot landowners unless they willingly submit to Soviet laws."



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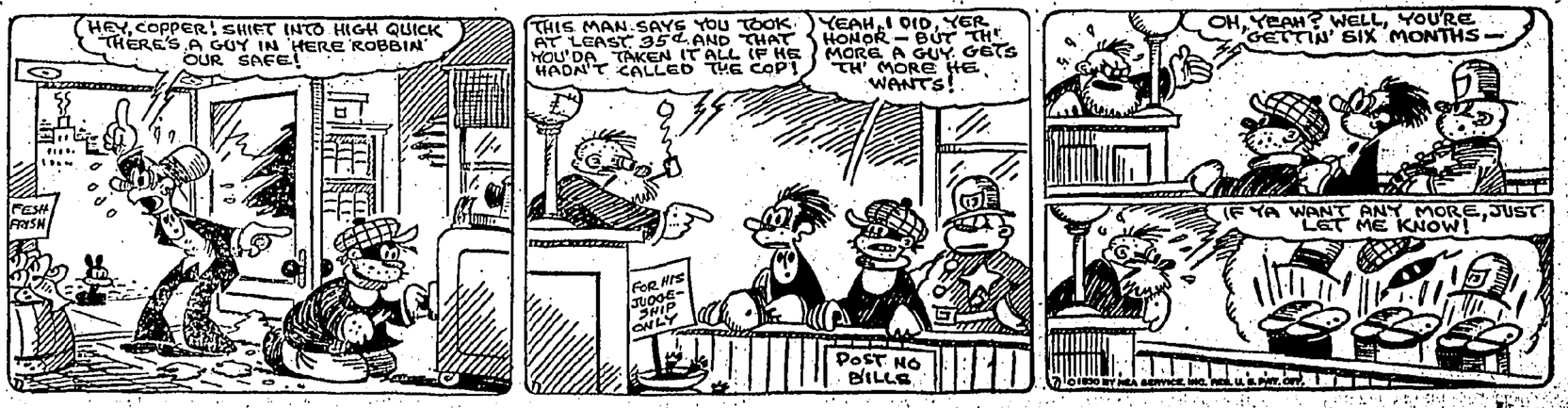

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Although the dollar has fallen to half its usual value, we are continuing our scheme to provide really excellent meals at really low prices. You may say that the price is too low. You may be unaware of the attractive surroundings at the Cecil—in fact, you may be entirely ignorant of the cleanliness of our kitchens or the excellence of our chefs.....but.....you are probably feeling the pinch of the increased cost of living. All we ask is that you try the experiment ONCE of taking either tiffin or dinner at the CECIL. Why not? Every day we are gaining new customers, but we want you as well! Tiffin costs $1.10 and Dinner $1.30, and we won't speak of the quality. You MUST JUDGE THAT!

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CONSPIRACY ALLEGED BY CREDITOR.

DEBTOR DENIES INTEREST IN PROPERTY OR FIRMS.

An allegation that friends and relatives had conspired together to support the bankruptcy, with the object of defeating creditors, was made against a debtor by a creditor in the Bankruptcy Court yesterday afternoon, before the Acting Chief Justice (Mr. Justice Wood).

The allegation was made when the public examination of Leung Haa-man, No. 27, Pottinger Street, was resumed. It was explained by the Official Receiver (Mr. E. L. Agassiz) that the matter was adjourned because there was a suggestion that Messrs. Deacons might be interested in the case, but they were now no longer interested. Mr. Agassiz added that he had nothing further to ask debtor.

Mr. F. C. E. Rendall appeared for debtor but did not question him.

Tung Pun-ti, a partner in the Tak Tai pawnshop, who said that he was a creditor, questioned debtor through his Lordship. Debtor denied that he borrowed money from Tung, but agreed that he overdrew his wages from time to time when employed at the pawnshop. He explained that he gave two promissory notes, one on October 27, 1927, for $1,000, and another, on January 11, 1929, for $690. Debtor said that he gave the notes to Tung.

Had No Property.

Debtor denied that when he gave the notes to Tung he told him that he had some property.

Creditor: You said you had a business besides property and told me that you borrowed the money in order to invest it in the Wo Loong wine distillery?—No.

I still say you have shares in the Wo Loong and Sui Tai firms?—No.

You have a business in Hongkong, a paper shop and a wine shop in Canton?—No.

You still hold a share in your ancestral property?—No.

The creditor then stated that debtor's petition had been supported by his relatives and friends, who had conspired together to defeat creditors. One of them was debtor's uncle and others were fokis.

Debtor said that the "uncle" was a distant relative.

The creditor:—My opinion is that he should not be allowed to masquerade as a bankrupt because he has business.

His Lordship:—Well, how is the Court to get hold of it?

Offers to Pay.

The creditor:—I want to tell the Court that he is earning several tens of dollars as his salary, and he has offered to pay $100 a year. When this was rejected he consulted one of the partners of our firm and offered to pay $300 a year, but now he refuses to pay anything at all.

The creditor then said that he had no more questions to ask and his Lordship closed the examination.

TROOPS FOR CHINA.

THE NEURALIA BRINGING OUT RELIEFS.

The transport Neuralia was to leave Southampton on January 16 on her second Far East voyage carrying China reliefs. Her first voyage, scheduled to be completed by January 6, included the conveyance of 1st Queen's Royal Regiment to Tientsin, and the transfer of the 2nd Royal Scots to India. On her second voyage she is due to leave Suez on January 28 with the 1st Gloucestershire Regiment for Singapore in relief of the 1st Welch Regiment which the ship takes on to India. She is due to leave Karachi on February 28 for Shanghai with the 2nd Northumberland Fusiliers, arriving March 18, and then back to Bombay on March 25 with the 2nd Green Howards who exchange Shanghai for Poona. On her homeward and last voyage the Neuralia takes the 2nd Middlesex Regiment from Bombay to Port Sudan and the 2nd Royal Warwickshire Regiment from the Sudan to home. The Neuralia also carries home the last of the Far East details on relief.

SHANGHAI TRAGEDY.

INQUEST ON LATE BARONESS DE PIDOLL.

Shanghai, Jan. 23.

At the inquest over the remains of the late Baroness de Pidoll, held at the Belgian Consulate General, a verdict of suicide by veronal poisoning was returned.—*Reuter.*

[Baroness Paulette de Pidoll, the wife of Baron Charles de Pidoll, died at the Country Hospital, Shanghai, on the morning of the 22nd inst., after having been removed from Nagasaki Maru, on which ship she was taken ill. She had been on a visit to Japan. The Baron de Pidoll is a well known Luxemburg steel merchant, who has been in China some time representing the Luxemburg Steel cartel.]

MONEY OBTAINED BY TRICK.

SECOND APPEARANCE OF FORTUNE TELLERS.

After nearly a month's remand Yeung Chi-chu and Li Fung-leung, two Chinese fortune tellers, made another appearance before Mr. Butters, at the Kowloon Magistracy yesterday afternoon, on a charge of having obtained a sum of $3,500 from a widow, Choi Ngan, by means of a trick.

Mr. Hin-shing Lo appeared for the second defendant.

It will be remembered that the two defendants, posing as fortune tellers and healers of all kinds of sickness, undertook to cure the complainant's son, and obtained $3,500 from her, in September 1928. They later handed complainant a packet, which they said contained the money purified by the Gods and asked her to keep it until they told her to open it. In December last year a nephew of the complainant returned from Vancouver and discovered the trick played on his aunt. The packet when opened was found to contain brown paper.

Wong Hong-chiu, the nephew, in his evidence yesterday, said that on December 10 he paid his aunt a visit. While he was there the first defendant came in and conversed with her. Later they both went out, his aunt taking the paper packet with her. Witness snatched the packet from his aunt and opened it and found it contained brown paper instead of the money which she really thought it contained. He then got the first defendant to write to the second defendant asking him to come over. But they received a reply saying that it was too late to come over. Witness then had the first defendant arrested.

Cross-Examination.

In reply to Mr. Lo, witness said that he knew that his aunt had been staying with the first defendant before. But he had never seen the second defendant previous to the arrest. He denied that his story about the packet had been trumped up. He denied that he and his friends had accused the first defendant of having squandered his aunt's money. He admitted having struck the first defendant on December 10, but that was when he found out that he had cheated his aunt. Previous to the beating, the defendant had mentioned the name of the second defendant as a party to the fraud. His aunt had never mentioned the second defendant to him.

Under cross-examination by Detective Sergeant Fitches, witness said that when he discovered the trick the first defendant exclaimed "I deserve to die" and implicated the second defendant. That was before witness had given the defendant a beating.

At this stage Mr. Butters adjourned further hearing of the case until February 9 and 10.

SHANGHAI MENACE.

PLANS TO FOIL ARMED KIDNAPPERS.

Shanghai, Jan. 23.

A comprehensive scheme for more effective police protection against armed kidnapping in the Settlement submitted to the Municipal Council by the Commissioner of Police has received its approval, and will come into operation as soon as possible.

Summarised, the proposals embrace the introduction of a street telephone system, wireless communication between headquarters and police patrol vans, the acquisition of additional patrol vans and motor-cycle combinations, the institution of special plain clothes parties, and the possible provision of accommodation for a detachment of a reserve unit in the Western district.

The engagement of a staff and the initial cost of the adoption of the proposals will require Tls. 118,000, and the recurring annual charge will be Tls. 56,000.—*Our Own Correspondent.*

SERVICE SALARIES.

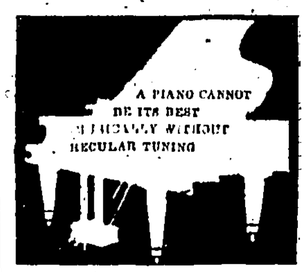
PETITION TO SECRETARY OF STATE.

It is understood that the Civil Servants of Hongkong are preparing a petition to be presented to the Secretary of State for the Colonies, with a view to securing reconsideration of the exchange basis for conversion of sterling salaries into dollars.

It will be recalled that a fortnight ago the Secretary of State was credited with refusal to approve the compromise (half at 1s. 6d. and half at current rate), but subsequently he did approve. He added that review might be necessary.

No details of the Civil Servants' submissions are available, but it is understood that their general circumstances are analysed.

PIANO TUNING REGULATING AND REPAIRING



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A POWER SCHEME.

PLANT TO SUPPLY ALL KWANGTUNG.

If conditions along the Yung River come up to expectations of engineers certain plans now in the nebulous stage may soon take tangible form, the ultimate realisation of which will mean the development of a huge hydro-electric power station of a capacity sufficient to take care of the needs of the whole of Kwangtung Province for some time to come, says the *Canton Gazette*. The Yung River scheme, if surveys now in process prove practicable, will mean to Kwangtung what Muscle Shoals and Niagara Falls mean to the American—electric power generation at very low cost.

Recently there were present in Canton Mr. Paul Sykes, Canadian Government Trade Commissioner, stationed at Hongkong, Mr. W.J. Riddiford, Assistant Trade Commissioner, Mr. W.G. Poy, Secretary to Mr. Sykes, Mr. J.N. Jenssen, representing the Fraser Brace Engineering Corporation of Montreal, and Mr. Lam Wing Yan, all keenly interested in discussing this vast scheme with the Provincial Government. Several conferences were held with General Teng Yin-wah, the Commissioner of Reconstruction, while an interview was also had with Chairman Chan Ming-shu, these two officials evincing the greatest interest in plans that hold promise of tremendous advantage to Kwangtung's diversified industries requiring the use of power.

Hydro-Electric Plant.

The scheme calls for the development of a hydro-electric power plant in the Yung River, just above Yingtak. From cursory inspections which engineers have made it is estimated that the volume and force of waterflow at this particular part of the river is sufficient to generate sufficient electrical energy to supply all Kwangtung's needs, not only for the present, but also for some years to follow, allowing for normal industrial expansion. The scheme is exactly similar to the numerous hydro-electric plants now working all over America, which, putting it briefly, convert natural water power into electrical energy through the use of appropriate machinery. The cost of harnessing the water power in this fashion is so low that it is cheaper to conduct the resultant electric power over hundreds of miles to distant centres than to operate the usual type of power stations at the points of demand.

Mr. Jenssen left for Yingtak some days ago with a party of Chinese engineers and a special guard of a hundred men provided by the Canton gendarmerie. He expects to be away for a few weeks making his observations, and the hope is held that he will be able to gather sufficient data for definite formulation of the scheme when he returns.

Apart from the principal treaty ports and cities along the coast and some of the larger rivers, China as a whole is but ill served in the way of electrical power. She possesses vast resources in the natural water power of her numerous rivers, and if the Yingtak scheme comes to fruition, it may well be that Kwangtung might lead the way to the general development of hydro-electric stations all over the country.

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TO-DAY'S WANTS.

25 WORDS $1.50,
($2.00 If Not Prepaid.)
The following replies have been received:—
667, 671, 678, 683, 685, 691, 695, 705, 709, 720, 722, 727, 729, 732, 734, 737, 738.

SITUATIONS WANTED.

BRITISHER (Young) seeks employment in any capacity. Recently toured office appliances factories. Thorough sales and mechanical knowledge. Excellent local credentials. Please write Box No. 749, "Hongkong Telegraph."

PREMISES TO LET.

TO LET.—Large six-roomed European FLAT, No. 41, Kennedy Road. Apply Thornhill Aerated Water Factory, 2, Tin Lok Lane.

TO LET.—Ground Floor of No. 8A, Des Voeux Road Central, at present in the occupation of the Netherlands India Commercial Bank, available from 1st April, 1931. Apply to David Sassoon & Co. Ltd.

New

Victor Records

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JANUARY

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MASSEUSE S. HONDA.
MASSEUSE S. KISAKI.
Recommended for many years of Government Civil Hospital, Peak Hospital, etc., and by all the local doctors.
24, Wyndham Street Tel. 24945.

CHURCH NOTICES.

The Third Sunday After Epiphany.

LOCAL SERVICES.

St. John's Cathedral, Hongkong. 25th January, 1931. Conversion of St. Paul, Third Sunday after Epiphany. Holy Communion 8 a.m. Holy Communion (Peak Church) 8 a.m. Children's Service 10 a.m. Mattins and Sermon 11 a.m. Preacher: The Dean. Evensong 6 p.m. Preacher: Rev. H. V. Koop. N. B. Annual Church Meeting Tuesday, January 27th, at 5.30 p.m. in the Cathedral Hall.

Union Church, Kennedy Road, Hongkong. Morning Worship, 11 o'clock. Evening Worship, 6 o'clock. Sunday School, Kennedy Road, 10 a.m. Taikoo, 3 p.m. Preacher, Rev. E. G. Powell.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "Truth." The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church. The First Church of Christ Scientist, in Boston, Mass, U.S.A.

St. Andrew's Church, Kowloon. Third Sunday after Epiphany. Conversion of St. Paul. 8.15 a.m. Holy Communion. 10 a.m. Children's Service. Bible Class for Boys and Young Men. 11 a.m. Morning Prayer and Sermon, Preacher: Rev. E. A. Armstrong. Subject: "What Psychology Has to Say About Faith Healing." 2.45 p.m. Sunday Schools. 6 p.m. Evening Prayer and Sermon. Preacher, The Vicar. Subject: "An Appeal to the Indifferent." Annual Meeting. Thursday, 29th January. 5.30 p.m.

THE JADE TREE, INC.
Peninsula Hotel Arcade
New Shipment of Jade Tree Rugs just opened

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ALL THE LEADING CHEMISTS, STORES AND PROVISION DEALERS

METALS
of all kinds especially for ship-building and engineering work. Complete stock. Best Terms, immediate delivery.

SINGON & CO
ESTABLISHED A. D. 1930.
Telephone: 20515.
HING LUNG ST.

New Advertisements.

THE HONGKONG JOCKEY CLUB.

Owners are reminded that entries for the Annual Race Meeting must be in the hands of the Secretary on or before Saturday, 24th January, 1931, at 3 p.m.

By Order,
C. R. BROWN,
Secretary.
Hongkong, 20th January, 1931.

THE HONGKONG JOCKEY CLUB.

Annual Race Meeting.

28th February, 2nd, 3rd, 4th and 7th March, 1931.

Draft Programmes and Entry forms are now ready and may be obtained upon application to the Secretary.

Entries close on Saturday, 24th January, 1931.

Hongkong, 16th January, 1931.

G. [redacted] R.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on **Monday, the 26th day of January, 1931,** at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at King Kwong Street, Wong Nei Chung, in the Colony of Hong Kong for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements. N.	S.	E.	W.	Contents in sq. feet	Annual Rental.	Upset Price
			feet	feet	feet	feet			
1	Inland Lot No 310.	King Kwong Street, Wong Nei Chung.	As per sale plan.				About 4,750	$28	$19,000

CONSIGNEES' NOTICES.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO', ANTWERP, LONDON and STRAITS.

The Steamship,
"BENREOCH"
Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st January 1931, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 14th February 1931, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th January 1931, at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO., LTD.
Agents.
Hongkong, 24th January, 1931.

N. Y. K. LINE (NIPPON YUSEN KAISHA.)

From EUROPE and STRAITS.

The Steamship,
"HAKONE MARU,"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may by obtained.

Goods not cleared by the 30th January 1931, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives on any Tuesdays and Fridays, at 2.30 p.m. within the free storage Period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

No fire insurance has been effected.
NIPPON YUSEN KAISHA,
Hongkong, 23rd January, 1931.

MRS. MOTONO.
Massage.
Hand and Electric
315 Wyndham Street.

MASSAGE HALL
MRS S. UZUNOYE
57, Queen's Road C., 2nd floor.
Expert Masseuse

Lammert's Auctions.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY,
the 27th January, 1931,
commencing at 11.30 a.m.
At No. 178, The Peak.
A Quantity of Valuable Household Furniture.

Also numerous pot plants.
(Full particulars from catalogue)
On view from Monday, noon, 26th January, 1931.
Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions from the Liquidators of The Industrial Commercial Bank to sell by Public Auction,
on WEDNESDAY,
the 28th January, 1931,
commencing at 10.30 a.m.
At the premises of The Industrial Commercial Bank, Queen's Road Central.
A Large Quantity of Valuable Office Furniture and Fittings.
Comprising:—
Teak desk, Office chairs, Typewriting tables, Teak filing cabinet, Large carved teak table and chairs, Teak benches, Bookcases, Teak telephone booth, Large and small steel filing cabinets, Copying press, Remington Typewriter, Wall clock, Table fans, Electric wall fans, Electric lights and fittings, Large mirrors, Burroughs adding machine, Sundstrand adding machine, Munroe Calculating machine, Automatic Time Stamp Machine, etc.
also
Large Combination Steel cabinet.
Herring Hall Marvin Safe.
York Safe.
On view from Tuesday, the 27th January, 1931.
Terms:—Cash on Delivery.
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WATCHMAKER, JEWELLER & ENGRAVER.
58, Nathan Road, Kowloon.

Sale and Repairing of Gold and Silver Goods. Any kind of Watches, Chronometers, Chronographs, Repeaters, Speedometers, Typewriters and anything in the line of delicate mechanism. All orders executed promptly at moderate rates.
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"PEAK MANSIONS"
Prince Edward Road, Kowloon
Detached and Semi-detached villas. Modern construction with garage.
"Cambay Buildings"
Flats with modern conveniences

BISQUIT DUBOUCHE BRANDY.
TRULY EXCELLENT
Obtainable from all Wine Merchants.
SOLE AGENTS
THE CENTRAL TRADING Co.

IT'S AN ILL WIND—

MORE BOOKS IN BAD TIMES.

"The year 1930 has been the most prolific in the history of British publishing," states "The Publishers' Circular and Booksellers' Record."

"This may seem extraordinary in a year marked by profound economic depression, and is a proof of the vitality and enterprise of the book trade.

"The 'ill wind' of financial stringency has a stimulating effect on reading, as can be proved from the statistics of our public libraries. When money is scarce for the theatre or the Talkies, then book are discovered."

The number of books recorded as issued during 1930 was 15,393, compared with 14,086 during 1929; an increase of 1,307.

The most considerable increases were fiction, 198; technology, 137; history, 112; description and travel, 110; biography, 104; science, 100; religion, 99; poetry and drama, 73; sociology, 71; fine arts, 64; with smaller increases in business, military and naval, literature, games; philosophy, agriculture, geography, law, domestic and education. Small decreases took place in juvenile books, philology and medicine. Fiction again accounted for more than a quarter of the year's total.

September Peak.

September's 1,659 books was the highest monthly total for many years.

The highest totals were:

	1930.	1929.
Fiction	3,922	3,724
Juvenile	1,479	1,506
Religion	1,074	975
Sociology	975	904
Biography	810	706
Poetry and drama	796	723

BOY'S DIARY OF DEATH

PLAN TO END OWN LIFE DESCRIBED.

Remarkable extracts from a boy's diary, in which he detailed his plans to end his life, were read at an inquest on Henry Isaac Poyser (17), tailor's cutter, of Larrain-terrace, Sheepscar, Leeds, at Scarborough

His body was recovered from the sea.

The father, Nathan Poyser, a wholesale wool merchant, said his son suffered from debility and complained of tiredness.

The coroner, Mr. Claude Royle, read extracts from a notebook found in the boy's pocket.

"Gave all money. Go to Scarborough on Wednesday by train, commit suicide there by going through railings on Marine Drive at high tide. Smoke in train."

There was a reference to "five shillings, roughly, for smoking on suicide trip to Scarborough," and the last entry read:

"H. Poyser, December 24, 1930, aged 17. Committed suicide above date. Reasons: No prospects, eternal tiredness, excessive morbidness, ultra super nervousness."

A verdict of "Suicide during temporary insanity" was returned.

CONSIGNEES' NOTICE.

THE EAST ASIATIC CO., LTD. COPENHAGEN.

The Motor-Vessel,
"AFRIKA"
having arrived consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., where delivery can be obtained as soon as the goods are landed.

No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after 31st January 1931, at 4 p.m. will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godown, where they will be examined by Messrs Anderson and Ashe on the 30th January 1931, at 10 a.m.

All claims against the vessel must be presented to the Undersigned before the 4th February 1931, or they will not be recognised.

No Fire Insurance will be effected.

Bill of Lading will be countersigned by
JOHN MANNERS & CO., LTD.
Agents.
Hongkong, 24th January, 1931.

WHEN AT HOME
The Hongkong Telegraph.
MAY BE PURCHASED AT
SELFRIDGE'S
LONDON, W.I.

POST OFFICE NOTICE.

RADIO NOTICES.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

Letters and postcards for Europe and South America are forwarded *via Siberia* if so superscribed.

INWARD MAILS.

From	Per	Due
Europe via Negapatam (Letters and papers, London 25th Dec. 1930)	Hakone Maru	January 24.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 20th Dec. 1930.)	Pres. Hayes	January 24.
Shanghai and Swatow	Sunning	January 24.
Shanghai and Europe via Siberia (London 5th Jan.)	Rondo	January 25.
Japan and Amoy	Tjiliwong	January 25.
Manila	Pres. Jackson	January 25.
Canada, U.S.A., Honolulu, Japan and Shanghai (Vancouver B. C. 3rd Jan.)	Emp. of Asia	January 26.
Straits	Khiva	January 26.
Calcutta and Straits	Yuen Sang	January 26.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 2nd Jan.)	Pres. Taft	January 26.
Japan	Ginyo Maru	January 27.
Amoy	Tjikembang	January 27.
Sandakan	Tjipanas	Wed., Jan. 28,
Amoy & Swatow	Cremer	Wed., Jan. 28,
Java and Manila	Tjimanoek	January 28.
Japan and Shanghai	Comorin	January 30.
U.S.A., Canada, Japan and Shanghai (Seattle 10th January)	Pres. McKinley	January 30.
Europe via Suez (letter & papers London 1st., Jan. 1931 and parcels 25th., Dec. 1930)	Malwa	Fri., Jan. 30.
U.S.A., Canada, Japan and Shanghai (Seattle 7th January)	Hikawa Maru	January 31.
Java	Storviken	January 31.
Shanghai & Amoy	Tjibadak	Sun., Feb. 1,
Japan and Shanghai	Andre Lebon	February 3.
Australia and Manila	Tanda	February 4.
Japan	La Plata Maru.	February 5.
Canada, U.S.A., Honolulu, Japan and Shanghai (Vancouver B.C. 17th January)	Emp. of Canada	February 7.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 9th January)	Pres. Fillmore	February 7.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 16th January)	Pres. Jefferson	February 9.

OUTWARD MAILS.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and when mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For	Per	Date and Time
Saigon	Shun Chih	Sat., Jan. 24, 4.30 p.m.
Manila	Pres. Hayes	Sat., Jan. 24, 5 p.m.
*Swatow and Foochow	Cheong Shing	Sat., Jan. 24, 5 p.m.
Bangkok via Swatow	Kalgan	Sun., Jan. 25, 9 a.m.
Swatow, Amoy and Formosa	Hozan Maru	Sun., Jan. 25, 9 a.m.
Japan, Honolulu, *Canada, U.S.A., Central and South America and *Europe via San Francisco	Pres. Jackson	Mon., Jan. 26. Parcels 3.00 p.m. Registration 4.15 p.m. Letters 5.00 p.m. (Due San Francisco, 18th Feb.)
Shanghai and *Europe via Siberia	Pres. Jackson	Mon., Jan. 26. Registration 5.00 p.m. Letters 6.00 p.m.
Swatow	Hydrangea	Mon., Jan. 26, 3 p.m.
Amoy	Yuensang	Mon., Jan. 26, 5.00 p.m.
Hoihow & Haiphong	New Mathilde	Tues., Jan. 27, 8.30 a.m.
Shanghai, Japan and *Europe via Siberia	Khiva	Tues., Jan. 27, 10.30 a.m.
Swatow, Amoy and Foochow	Haiching	Tues., Jan. 27, 1 p.m.
Manila	Pres. Taft	Tues., Jan. 27, 4.30 p.m.
Swatow	Hang Sang	Tues., Jan. 27, 5 p.m.
Amoy	Taiyuan	Wed., Jan. 28, 3.30 p.m.
Hoihow, Pakhoi and Haiphong	Klungchow	Thurs., Jan. 29, 10.30 a.m.
Straits	Cremer	Thurs., Jan. 29, 10.30 p.m.
Shanghai & *Europe via Siberia	Tjipanas	Thurs., Jan. 29, Reg. 5 p.m. Letters 6 p.m.
Swatow, Amoy and Foochow	Haiyang	Fri., Jan. 30, 1 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles	Comorin	Sat., Jan. 31. K.P.O. Parcels Jan. 30, 4.30 p.m. Registration Jan. 31, 9.00 a.m. Letters 10.00 a.m. G.P.O. Parcels Jan. 30, 5 p.m. Registration Jan. 31, 9.45 a.m. Letters 10.30 a.m. (Due Marseilles 27th Feb.)
Manila, Rabaul, Australia and New Zealand via Brisbane	Nellore	Sat., Jan. 31. Parcels Jan. 30, 5 p.m. Registration Jan. 30, 5 p.m. Letters Jan. 31, 8.30 a.m. (Due Brisbane 17th February).
Japan and *Canada via Victoria B.C.	Tyndareus	Sat., Jan. 31, Registration 9.15 a.m. Letters 10 a.m. (Due Victoria B.C. 24th February.)
Manila	Pres. McKinley	Sat., Jan. 31, 4.30 p.m.
Japan	Ginyo Maru	Sat., Jan. 31, 5 p.m.
Sandakan	Yusang	Sun., Feb. 1, 9 a.m.
Straits and Calcutta	Kutsang	Mon., Feb. 2. Parcels Noon. Letters 1 p.m.
Manila & Java via Sourabaya	Tjibadak	Tues. Feb. 3, 9.30 a.m.
Saigon, *Straits, Ceylon, India, Mauritius, East and *South Africa, Aden, Egypt and Europe via Marseilles	Andre Lebon	Tues., Feb. 3. K.P.O. Registration 1 p.m. Letters 1 p.m. G.P.O. Registration 1.45 p.m. Letters 2.30 p.m. (Due Marseilles 6th Mar.)
Straits	Philoctetes	Tues., Feb. 3, 2 p.m.
Shanghai, Japan, Honolulu and *San Francisco and *Europe via Siberia	Asama Maru	Wed., Feb. 4. Registration Feb. 3, 5 p.m. Letters Feb. 4, 8.30 a.m. (Due San Francisco 25th February).

*Superscribed Correspondence only.

WANTED AT ONCE

MEN'S AND BOY'S CLOTHING, SHOES, HATS, ETC.,
will be very gratefully received by the
HONGKONG BENEVOLENT SOCIETY
at its Room at the
CITY HALL
on
Mondays and Thursdays
from 10.30 a.m. to 12.00 noon.

Send us your old clothes

In C. & B. jams you can taste the actual flavour of luscious, fully ripened fruit, fresh from English orchards.

Crosse & Blackwell select only the best of the season's pick, and use the finest sugar in making their jams. You can always rely on the freshness of C. & B. preserves because of the universal demand throughout China. This makes it necessary for the stores to build up their supplies at frequent intervals—there are no old stocks remaining on the shelves for months at a time.

A.P.B. 4.

CROSSE & BLACKWELL'S JAMS

JOHN. D. HUTCHISON—AGENTS.

SALE

for a few more days

Eve

Kayamally Bldg.
Entrance Gordon's
Mezzanine Floor.

Hats from - - - - $3
Coats from - - - $10
Afternoon Dresses $15
Evening Dresses from $25
Fur Collars from $19.50
Cardigans & Jumpers from $4.50

Having bought at very favourable exchange, we are offering the balance of our winter stock at exceptionally low prices in order to make room for Spring Goods.

WOMEN'S WORLD

FOR OUR LADY READERS.

A Smart Coat for General Wear.

[By Joan Savoy.]

The smart things that are being done with plaids now is just one of the season's surprises. Plaid coats, plaid sports things, vivid plaid accessories for skating, skiing and other outdoor wear, and the daintiest of plaid chiffons for dinner and the evening give spice to the social scene just now.

It is not only the theme of the plaid that is intriguing. It is the way a single piece of plaid material is used on the bias, on the straight, on the cross-wise cut that stirs your imagination.

If it is pyjamas you are contemplating, you really should look twice at some plaid velvet wonders, in gold, black and a line of vivid green, with the blouse the softest of green satin and the coat rich gold.

If it is frocks you are needing to wear under your fur coat, there are smart Scotch plaids with that gaiety that only reds, yellows, blues and blacks have and browns and tans that are ravishing.

One of the very smartest is a broken line plaid coat for travelling, sports, or to slip on for about-town wear, in a smart black and grege combination, in sombre effect.

Its cut is something to make you look twice and once you have it on you will notice others look twice, too. There is something about the shoulders that is vastly flattering and feminine. And a beautiful collar of natural lynx that is perfect with the beige-ish grey of the coat. The lynx fashions top cuffs, above a shallow cuff of the material. And about the waistline, there is a belt of the material that fastens over the fitted form of the coat with a smart buckle.

With plaids in the ascendancy and predicted as the coming rage of spring, this is a coat to give you a head start on fashion itself.

ORIGINAL SPORTS CAP.

An unusual cap for wear with sports clothes is made of red felt and black patent leather. The cap is fashioned on the lines of an American sailor's cap, with a red felt crown and brim, while the brim is lined with shiny black leather. A narrow leather band encircles the crown and fastens at one side with a red buckle.

CORNELIAN JEWELLERY.

Cornelian is becoming increasingly popular for necklaces and bracelets this winter. Some of the shops are showing large numbers of necklaces with tiny cut crystal beads strung alternately with cornelians; the sparkling crystal provides a charming contrast to the duller glow of the cornelian.

FASHION NOTES.

Interesting Collars.

Collars are interesting this season. Ribbon, pique, organdi, and lawn are four of the materials most favoured for some, which not only helps to brighten sombre dresses, but give an air of youth to old ones.

It is worthy of note that some of the most effective neckwear this season is really very simple. Quite an unusual effect is given, for example, by a straight piece of stiffened linen, stitched round the neck, so that it stands up straight, and with a softening touch introduced in front, by a little *cravate* of the same material.

The clever use of machine stitching or braid, the skilful introduction of lace stitch between strips of material, the manner of tying an organdi bow may give an amazing touch of smartness to a gown.

Most women will welcome these delightful odds and ends, if only for the sense of freshness which they impart. And when that has gone, the cleaner and the laundress will welcome them too!

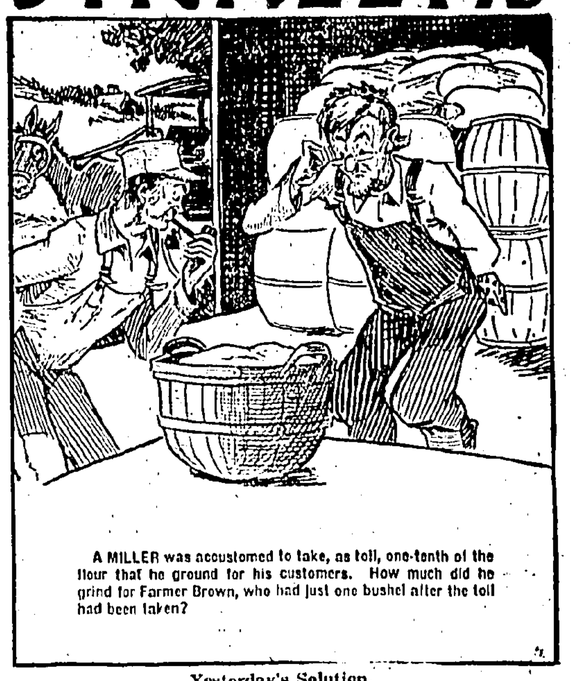
* * *

The little knitted chenille hats are still very popular and very cosy. Then, of course, there are a good many eccentric hats to be seen now, which must be carefully worn. Some of them have certainly been inspired—those which expose all the forehead where not a single hair is allowed to break the monotony—by the pictures of those singularly unattractive ladies of the mid-sixteenth century which hang in the Louvre. It was the fashion then to wear the head-dress as far back on the forehead as possible and to pluck out the hair ruthlessly if it grew too far down. It sounds painful, and no doubt it was, so let us hope that a similar craze will not begin again. But those hats look ominous.

Black Moire.

Supple black moire is an attractive alternative to black satin for a simple "all-occasion" dress. The model sketched illustrates the new leg o'mutton sleeves, and one of the prettiest necklines of the season.

STICKLERS

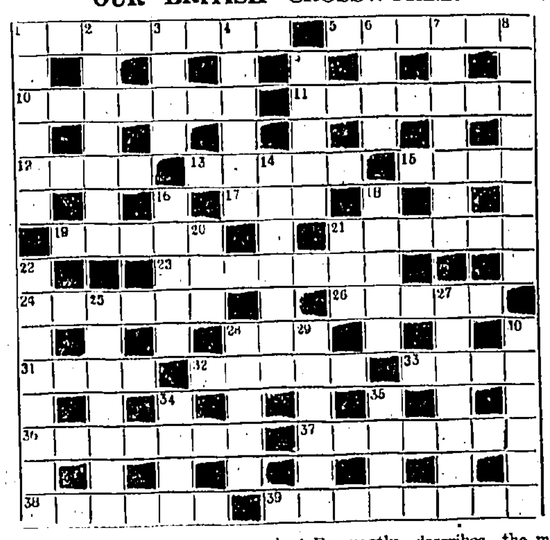


A MILLER was accustomed to take, as toll, one-tenth of the flour that he ground for his customers. How much did he grind for Farmer Brown, who had just one bushel after the toll had been taken?

Yesterday's Solution.

Uncle Henry had ten pigs. As many more than that and half as many more and seven besides, would be 10 plus 10 plus 5 plus 7, which equals 32.

OUR BRITISH CROSSWORDS.



Across

1 May be musical, calligraphic or oratorical.
5 What the Soviet's policy is to the trade of the world.
10 Many a vessel is thus bound.
11 Here entertainment may be extracted from a bare cat.
12 This clue shows the way out.
13 Very small.
15 There was a small one that Enid tried gently to remove (hidden).
17 Give this animal a plan and it will make itself heard at a tattoo.
19 French town.
21 Assert—nearly all edge.
23 Does *not* describe the wife who asks her husband if he has hurt himself when he hits his thumb nail stead of the other one.
24 This bird is its tail of the hunter for the plume.
26 The code of Islam.
28 This, placed in front of the tee, will be sat on.
31 A subtle emanation.
32 Professor, from whom it may be re-won.
33 Here Coeur de Lion performed prodigies of valour.
36 I start to place apart, and finish so behindhand.
37 Indicative of "premeditated poverty," according to Beau Brummell.
38 The essential oil of flowers.
39 "Laid corn" (anag.).

Down

1 There is something low about this blossom.
2 This edge is, colloquially, the limit.
3 "On the—to Mandalay, Where the flyin' fishes play" (Kipling).
4 Frequently describes the man who has learnt by experience.
6 Mediterranean island.
7 Shorten.
8 To be going to cut off a toe to get rid of a corn would be going to it.
9 Hounds like a hot one.
14 Let her wear the new hat—red's her colour (hidden).
16 Check this and be beaten.
18 Everything runs into one's future fate.
20 No.
21 This bird sounds like another bird—as pronounced by a Cockney.
22 "Do not, Ian" (anag.).
25 Suggested rendezvous for a fly.
27 This is decidedly spirituous.
28 He would be lucky if he won one.
29 Mix in the proportion.
30 Stopped with ease in the middle.
34 Always behind.
35 Read up this school jogs the memory.

Yesterday's Solution

F	O	R	B	E	A	R	A	N	C	E	■	F	■	B
■	R	■	A	■	N	■	C	■	A	■	H	A	L	E
S	A	■	I	R	E	Y	■	G	A	M	P	■	R	■
■	N	■	B	■	O	■	F	■	S	E	R	I	A	L
N	■	L	E	A	N	D	E	R	■	L	■	N	■	I
E	V	E	R	■	E	■	S	■	F	I	Z	G	I	G
F	■	A	■	W	■	P	S	A	■	S	■	■	■	E
A	D	R	I	A	N	A	■	D	E	S	P	A	I	R
R	■	■	■	V	■	R	A	E	■	E	■	V	■	E
I	N	B	R	E	D	■	M	■	B	■	S	T	O	N
O	■	O	■	F	■	D	A	M	A	G	E	D	■	T
U	N	U	S	E	D	■	L	■	E	■	L	■	L	■
S	■	N	■	R	U	N	G	■	R	H	E	S	U	S
L	U	C	Y	■	E	■	A	■	E	■	C	■	D	■
Y	■	E	■	S	T	I	M	U	L	A	T	I	O	N

URODONAL

THE DEFINITE REMEDY FOR

RHEUMATISM

AND ALL

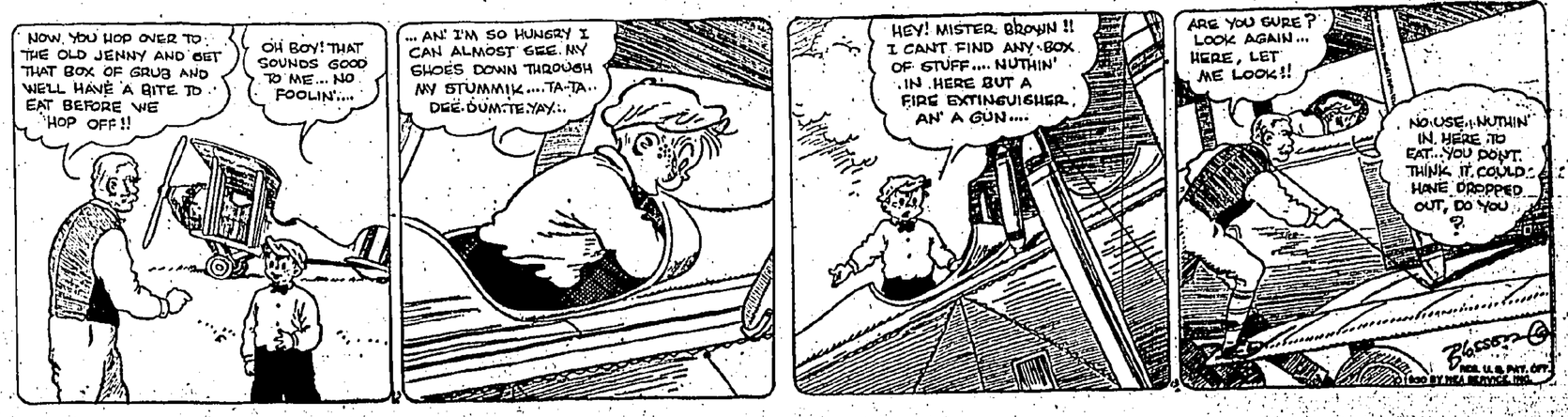
URIC ACID TROUBLES

SOLE AGENTS FOR HONGKONG CANTON & MACAU

THE PHARMACY

Asiatic Building, Tel. 20345.

FRECKLES AND HIS FRIENDS — A Discovery — By Blosser



Are you Cold at Night?

THEN BUY A

RONOLEKE

RUBBER HOT WATER BOTTLE AND KEEP WARM BY USING THE MOST PERFECT OF ALL HOT WATER BOTTLES

IN VARIOUS SIZES

A. S. WATSON & Co., Ltd.

THE HONGKONG DISPENSARY.

The Greatest Value

IN **RADIO TO-DAY**

Victor Five Circuit, Screen-Grid

Micro-Synchronous Receiver.

MATCHLESS RECEPTION---SELECTIVITY AND TONE.

Call and Inspect the Four Attractive Models.

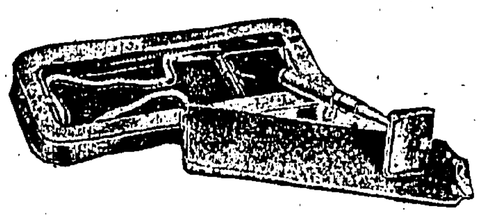
Now in Stock.

S. Moutrie & Co., Ltd.

CHATER ROAD.

THE ONE-BLADE SAFETY

ROLLS RAZOR



IT STROPS AND HONES ITSELF!

Some other razors have claimed automatic stropping devices, but the **ROLLS** Razor is vastly more advanced - - - - it strops and hones itself. You can do it yourself, either stropping or honing, simply by moving a handle while it is in the case - - - - there is no assembling a separate machine and it enables you to keep the one **BLADE** always keen and ready for use.

Imperial No. 2 Model	Imperial No. 1
$27.50	(Silver-plated)
(Extra blades $8.00)	$35.00

Lane, Crawford, Ltd.

Hardware Dept. Phone 28151.

ANNOUNCING THE £100 CAR

PARTICULARS OF THE NEW MORRIS MINOR HAVE NOW BEEN RECEIVED. THIS IS A TWO-SEATER CAR BUILT TO SELL IN THE ENGLISH MARKET AT THE ATTRACTIVE FIGURE OF £100

BOOK YOUR ORDER NOW

PARTICULARS WILL BE MAILED ON REQUEST

THE HONGKONG HOTEL GARAGE.

The Hongkong & Shanghai Hotels, Ltd. Incorporated in Hongkong.
25, Queen's Road C. and Stubbs Road.

The Hongkong Telegraph.

SATURDAY, JAN. 24, 1931.

REPUBLICANS AND PROHIBITION.

Prohibition is once again becoming a paramount issue in American politics. Most striking of all the developments is the Republican revolt against any attitude of stubborn opposition to modification of the law by President Hoover. Hitherto, the President has shown no disposition to tamper with the Eighteenth Amendment, but it would seem from the latest news that the force of public opinion may deflect him from the stand he has taken up. The fact that the Wickersham Commission inclines to modification of the law, although its report is described as a very inconclusive document, has given the Republican bosses seriously to think. They are looking to the Presidential Election next year, fearing that too rabid an attitude may be disastrous to their cause. The Chairman of the Republican National Committee has interviewed the President on the matter, and something of a sensation has been caused by his assurance that Mr. Hoover is not committed to a policy of opposition to modification, but is keeping an open mind on the subject. Which seems to suggest that he is awaiting public reaction to the Wickersham Report before disclosing the official Republican attitude.

To anyone who has followed recent developments there cannot be the least shadow of doubt that public opinion in the United States is moving in the direction of modification, if not actual repeal, of the law. Looking back, we find that it was over seventy years ago that the movement started which resulted in the Eighteenth Amendment being passed into law, this being the time when the first State adopted Prohibition. When the Eighteenth Amendment was passed, it was not to be operative unless ratified within seven years. Actually, however, so strong was public opinion at the time, that it took only just over one year for the necessary thirty-three States to endorse it. Since then, ten more States have ratified, the aggregate votes of the States Legislatures being 5,002 to 1,245. The Senate vote for ratification was 1,304 to 240, and the House of Representatives vote 3,775 to 1,025. These figures disclose the substantial support which the Prohibition Law had, and it is only fair that they should be stressed in view of repeated suggestions that it did not represent the view of the people. Since these times, however, actual experience of the working of Prohibition and of the evils which it has brought in its train has undoubtedly caused a big change of view amongst the people of America. It was not foreseen that the evils of the saloon would be more than paralleled by the evils of racketeering and that there would spring up an illicit traffic in the worst possible kinds of alcohol. So far from the danger being eliminated, it has been merely driven underground, and, worst of all there has been in many parts of the country complete defiance of the law. Graft and all other kinds of corruption have become rampant.

With the facts thus, it is no cause for surprise that the pendulum should now begin to swing in the direction of modification of the law. For the sake of its reputation in the eyes of the world, the United States cannot afford to permit matters to continue as they are. Only three courses are open—complete repeal, substantial modification, or strict enforcement. The middle course would appear to be most in favour. Certain is it that control of the liquor trade is infinitely preferable to its attempted suppression, which would appear to be an impossible task.

Colony's Trade Disaster.

Those whose affairs are closely linked with the inscrutable Destiny controlling the silver see-saw will derive cold comfort from the fact that the Colony's trade for the last nine months of 1930 compared, in dollar values, favourably with that of 1924, itself a boom year. The official statistics are honest enough to show clearly that the volume of trade, expressed in sterling, has been cut by half, that exports, expected to increase, were less in ratio to imports than in 1925, and that a continuance of existing conditions in the exchange market will produce still more disastrous consequences in 1931. Without analysis even the sterling figures fail adequately to indicate the full effects of the silver slump. For all practical purposes, the normal trade of the Colony is at a complete standstill. The large amount of business still being conducted is anything but reflective of the Colony's stamina. If one excepts building materials, examination of eloquent figures prepared by the Statistical Department reveals that the Colony's imports and re-exports consist almost entirely of commodities which would come under the heading of necessaries, articles that residents in Hongkong and China could not do without whatever the value of the dollar. In this sphere moreover, there is evidence that the source of supply is changing, that the Colony is putting up with cheaper and shoddier articles, lacking the purchasing power to maintain the movement in better class goods. If it were necessary to point a case, the position of the United Kingdom in the Hongkong market would be an illuminating example. The Colony's sterling imports from England have dropped by more than sixty per cent., a loss largely represented by a falling off in cottons and woollens. The Colony's needs are being supplied by the mills of Shanghai and Japan. Such illustrations tell their own story. Residents are beginning to look at every ten-cent piece. As a centre of trade, in the larger sense, the Colony is dead, and will remain so until a miracle occurs to restore silver to its natural value. The December trade returns were the largest for the year—the Christmas Festival playing its part—but there is not a single sign of a stimulation of that class of business which is the real barometer of returning prosperity.

There are many consumers of Scotch Whisky who have not had the good fortune to visit or to pass by a real old Scottish Whisky Distillery where the "real Stuff" is produced. Messrs. John Dewar & Sons Ltd., famous among Whisky distillers, have had a very fine model made of one of their many distilleries in Scotland. It is a fine work of art, faithfully reproducing the grand Scottish mountain scenery, with the distillery nestling in the valley near by fields of ripe barley which is being gathered in.

This model has been exhibited at several great exhibitions at home and on the continent. Messrs. A. S. Watson & Co., Ltd., Agents in Hongkong for Messrs. Dewar's Whisky, have secured the loan of this very fine model and it is now on exhibition in their Wine Department show window. It has already attracted crowds of admirers.

DAY BY DAY

I LOOK UPON INDOLENCE AS A SORT OF SUICIDE; FOR THE MAN IS EFFECTUALLY DESTROYED, THOUGH THE APPELITE OF THE BRUTE MAY SURVIVE.—*Chesterfield.*

***

The local weather forecast till noon to-morrow is:—N.E. winds, fresh; fair.

***

The *Gazette* contains regulations regarding the firing of crackers Chinese New Year.

***

It is notified that the name of the Ping On Insurance Company, Limited, has been struck off the Register.

***

His Excellency the Governor has appointed Mr. Leslie Ross to be Second Lieutenant in the Hongkong Volunteer Defence Corps.

***

A bankruptcy notification states that a third dividend of $25 per cent, has been declared in the case of Jose Augusto Lopes, clerk.

***

Mr. Thorpe, the export manager of J. and F. Matrell and Company, arrived here on the s.s. Porthos and is leaving for Shanghai by the s.s. Hakone Maru to-day..

***

His Majesty the King has not been advised to exercise his power of disallowance with respect to an Ordinance to amend the law relating to pawn-brokers.

***

His Excellency the Governor has appointed Dr. J. P. Fehily to act as Health Officer of Port and Inspector of Emigrants during the absence on leave of Dr. B. H. Mellon.

***

The *Gazette* gives details of several unclaimed balances which have been transferred from the Companies Liquidation Account to the general revenue of the Colony. The total sum involved is $1,096.28.

***

Dr. J. Howard Montgomery will read a paper on "Radium" before the Hongkong University Medical Society on Monday, 2nd February, at 5.30 p.m., in the Union Assembly Room. All are cordially invited.

***

The body of a newly-born baby, with a string tied around its neck, was found lying on the staircase of 345, Queen's Road West yesterday morning. It is suspected that the child had been murdered by its parents.

***

The Empress of Asia has been delayed by fog outside Shanghai, and, it is expected, will not be able to leave that port until noon, today for Hongkong. The steamer is now due to reach Hongkong at noon on Monday.

***

Tenders are being invited for the formation of cement concrete foundations including the fixing of steel reinforcement and shuttering for the holes of the foundation bolts for the aeroplane hangar at Kai Tack and any other contingent work.

Mr. J. L. HODSON on

ATLANTIC SHARKS.

"ALL the sharks of the ocean do not swim in the sea," said the Lancashire cotton manufacturer, grimly.

He was describing his adventure returning to Cherbourg on a luxury liner. "Do you know," he said, "that liners are cursed with card-sharpers and confidence tricksters, that lovely women act as decoys, that from San Francisco to the Far East, from Australia to London town, and from Liverpool to New York suave, well-dressed, cultured men posing as barristers, or retired stockbrokers, or mining engineers, or horse trainers, are mulcting hard-headed business men of sums that range from £1,000 to £5,000 at baccarat, chemin de fer, ecarte, bridge, poker and the rest? And that often enough the victims are too ashamed of themselves to say anything about it? Who was it wrote—

'A life on the ocean wave,
And a game with a well-marked pack . . .'"

A Dandy Morning.

"It was like this," he said. "The first night out from New York a typical American businessman with a stern face, dark cigar, white-gold hexagonal spectacles and a pretty daughter spoke to me. It was a fine evening, he said, and did I know how unemployment was in England. He was mighty keen on unemployment, he said. We talked for five minutes—a very amicable affair, with the daughter bored and pretty and catching my eye and smiling. Next day they just remarked that it was a dandy morning, and it certainly was.

"I was reading in the Palm Court the following afternoon when Mr. Baxter, of Illinois—that was his name, Baxter, of Baxter's Traction Co., Ltd.—asked me if I would make up a four at bridge. I said if the stakes were small, I'd like to. 'Oh, no stakes you'll notice,' he said.

"He explained he'd picked up another couple of acquaintances on board, and he introduced me—but he didn't seem too sure of their names.

"One was English, sported a monocle, might have been a member of the House of Lords or a hunting man, a Mr. Johns, who bred prize Sealyhams for a hobby at Arundel.

At College Together.

"And the third was William P. Michael, of Denver, in the lumber trade, with some smattering of cotton growing. Mr. Michael was small and shy, though he soon let fall how well he knew Mr. Houghton, the late American Ambassador in London; they were at Denver College together—yes, sir.

"So we chatted and got to know one another, and slated the politicians and agreed Scotland Yard would polish off Al Capone in a jiffy; and, gradually, a nice intimate atmosphere was built up. Mr. Baxter said his daughter had seen a film of 'Hindle Wakes,' and she was mighty keen on seeing those cute mill lasses.

"Well, I played with each fellow in turn, and they were rotten players, and I won 35 dollars—three rubbers, a ha'penny a point. They said this was a great advance on Wall Street gambling and maybe we'd have a game the next day. I said that would be nice.

"So next day Mr. Baxter didn't fail to call me up, and we had three more rubbers; and again we cut for partners, and once more I played with each and won every time, taking another 25 dollars off them.

"We were thinking of breaking up when Mr. Michael said, 'Did you see the big lark at the gala last evening? They persuaded Mrs. Rockefeller to play Bonko, and after she'd cleaned up 250 dollars she ran off to bed; oh, she jerked their legs from under—everybody was chirpy about it at breakfast.'

"And then Mr. Johns, who was, of course, a sport to his toes, said, 'Let's have a cut at it for drinks.' So we did.

"Do you know Bonko? Nice game. You each put in a small stake at first—one or two dollars. Michael dealt, giving Johns a card.

"Johns had then to decide whether he would back his card to beat the second one Michael would deal him in a moment. If the first one were the higher he took the stakes; but if the second card were equal to or of greater value than the first Johns would lose and would double the 'kitty.'

"Each of the three musketeers dealt through the pack like that and there wasn't much in it—I lost 16 dollars. Then the fun started. It was my turn to deal—and they handed me a prepared pack, but I didn't know that then.

"Now they began to raise the stakes and to double up and to play fast. When they lost they scribbled chits and threw them into the 'kitty.' The stakes leapt up—20, 40, 80, 160, because each of the three lost and doubled every time. I dealt myself a 4 of hearts—too small to back—and I placed a dollar in the pool. Behold, my next card was a 3! They chaffed me for not trying my luck—I might have taken the whole stakes, you see—and the game went on.

"They grew excited, doubled again and again, and were unable to play swiftly enough. By the time I dealt once more to myself the 'kitty' was about 4,000 dollars—one chit alone was for 2,500.

"I gave myself an ace. I nearly jumped; only a second ace could prevent my winning the lot.

"But I wasn't sure; I had grown a little suspicious of William P. Michael. I hesitated. 'Go to it!' they urged me, 'you don't need to think about this.' Finally I said, 'I'll go half the whole stakes'—and I turned up a second ace! I had lost.

"They said it was darned ill luck, and they guessed it would work round my way again. I must just put a chit in and get on with the game; they tried to hustle me.

"But the more they bustled the slower I grew. 'No,' I said, 'I want to know what my liability is,' and I took a sheet of paper and drew the pile of chits towards me and began to reckon up—one eye on the paper and the other on Mr. Michael.

"They disliked that, complained of my slowness, said it was unnecessary. But I dug my toes right in. I was only two minutes—so it seemed to me—but I was told afterwards I sat glaring at them for a quarter of an hour.

"At all events I was so long that Mr. Michael got the 'wind up.' Suddenly he snatched away the sheet of paper I was figuring on.

"That told me all I wanted to know. I'd insulted him twice, he said. He was mighty hurt and indignant and he began to forget to be shy.

"Baxter—I still believed in Baxter—leaned over and said to me. 'You and I are business-men—we don't want any trouble. You didn't say you'd go half the lot—only half the big chit,' which wasn't true.

"'No,' I said to Michael, 'if you snatch my figures, I'm finished.'

"I called the waiter while bluster and their hurt feelings quieted, paid for drinks, and kept my profit of what was left of 60 dollars. One almost felt sorry for them—working hard for two afternoons and losing £8, when they had first class fares to find.

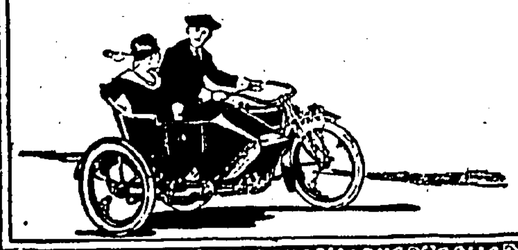
Money to Burn.

"I saw them no more, but afterwards a fellow passenger said to me, 'I hope Mr. Baxter didn't rook you too badly.' Baxter was the ring-leader. He had cleaned up this poor victim three years before! No, he didn't prosecute. He didn't want people to know what a fool he'd been. He repeated a verse to me:

'For men won't squawk when gangsters cheat,

(Continued on Page 7.)

"Now stop filling up on bread."



MOTORING SUPPLEMENT

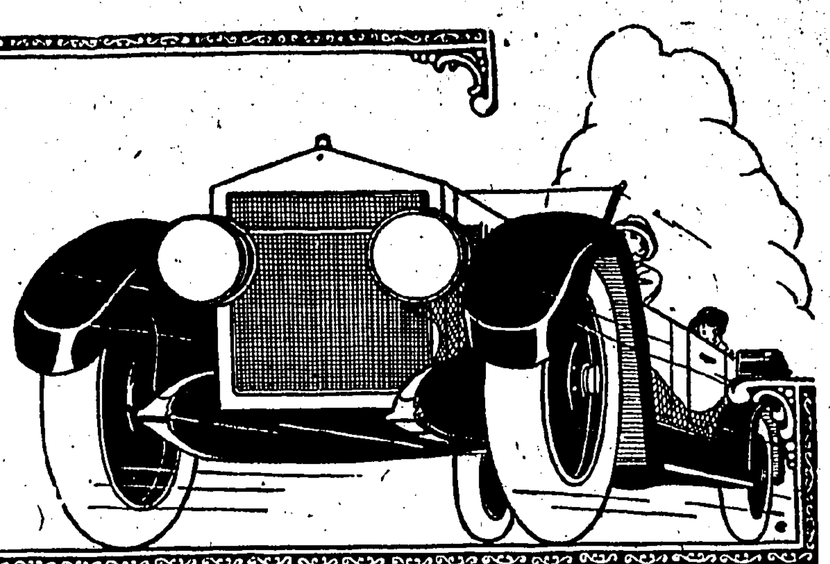
OF

THE HONGKONG TELEGRAPH

SATURDAY, 24th. JANUARY. 1931.

Being The Official Organ of

THE HONGKONG AUTOMOBILE ASSOCIATION.



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NOTICE
TO
ADVERTISERS

All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

BUSES V. TRAMS.

Another English City Prefers Buses.

ARE TRAMS DOOMED?

Wigan Corporation is yet another Corporationj to favour the substitution of petrol buses for trams. Not only have repeated objections been made from outside sources regarding the noisy operation of the trams and the way in which they restrict other road traffic, but, in the Council itself, attention has been drawn to the fact that over a period of six months the trams have shown a loss of over £4,000, whilst the buses have run with a comfortable margin of profit.

Some twelve months ago, Wigan experimented with its first double decker, a Leyland Titan, and was so gratified by the results obtained, that a repeat order, followed by yet another, has been placed, bringing the fleet total up to 22. Negotiations are at present in progress between Wigan and the surrounding Councils with the idea of replacing the trams now running outside the Borough boundary, and everything will soon be in readiness for an application to the Ministry of Transport. An arrangement has been made with Leyland Motors, Ltd., to enable the vehicles to be obtained at short notice, so that, in all probability, trams will soon be completely abolished in the Wigan district.

CURRENT COMMENT

Kowloon Circus.

The provision of the new parking space opposite the Kowloon Fire Station, and the work of rearranging the Kowloon Circus indicate that the Peninsula's busy traffic terminus will be a credit to the Colony. It is to be presumed that in due course adequate lighting will be provided for the arc parking, including lamps at entrance and exit points. Much valuable space is taken up by the garage next to the hoarding, and it is reasonable to expect that it will be demolished within a few years in order to complete the scheme.

The £100 Car.

And so the £100 car has come at last! The Morris Minor, has proved itself to be a sturdy little vehicle, and by bringing its price down to this level, a considerable increase of trade should be registered. As far as Hongkong is concerned, it is unfortunate that exchange should be such a low point, although even that consideration will not check trade too severely, and it is easy to imagine the improvement which will be brought about in the event of the dollar reaching a higher value, as it undoubtedly must sooner or later.

Motor Buses.

The ever increasing number of motor buses in the Colony, especially on the Peninsula is indeed a healthy sign, showing a gradual progress in means of passenger transportation with the outlying districts. We hear that ten 20/22 seater British buses have been ordered for the Mong Kok—Un Long route, and it is expected that these will be put into commission within a few months. Much agricultural produce is being transported though the New Territories by motor vehicle transportation these days, and here again, is a valuable indication that rural prosperity is increasing.

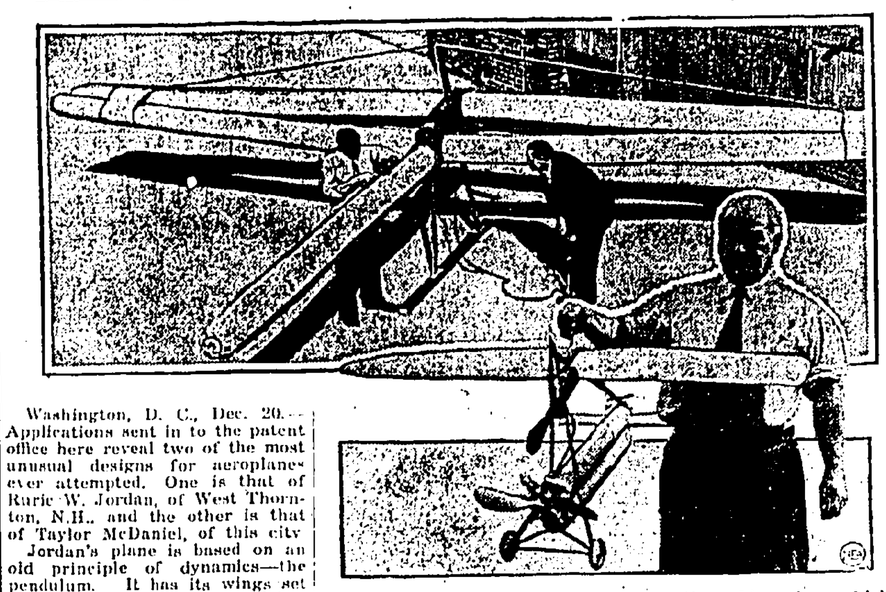
Chairs.

There appears to be no reason why chair coolies should be permitted to pester the public from the lanes off Queen's Road between Pedder Street and Battery Path. Not only are they a nuisance, but a distinct danger when darting across the road in front of motor traffic. There is ample room to allow a line of chairs to park along the lower section of Battery Path, and this point serves for either the journey to the Peak tram or the district above, as well as Ice House Street. Other chairs already have a stand at the foot of Wyndham Street, so that it is easily seen that the few who haunt Queen's Road are quite unnecessary. We trust that steps will be taken to prohibit this annoying practice of touting.

GYP AUTO CLUBS.

Fake automobile clubs fleeced Pennsylvania motorists out of $300,000 during 1930, according to the Automobile Club of Philadelphia.

UNIQUE IDEAS FOR AEROPLANES.



Charles E. Phillips pumping up the rubber plane which is the invention of Taylor McDaniel, left. Below is shown Ruric W. Jordan holding a model of his new type plane.

Washington, D. C., Dec. 20.—Applications sent in to the patent office here reveal two of the most unusual designs for aeroplanes ever attempted. One is that of Ruric W. Jordan, of West Thornton, N.H., and the other is that of Taylor McDaniel, of this city.

Jordan's plane is based on an old principle of dynamics—the pendulum. It has its wings set high above the fuselage, and has no ailerons. The fuselage acts as the pendulum, or stabilizer, owing to its being set so far beneath the wing. An auxiliary motor acts to offset wing resistance.

The inventor says his plane can take off in 20 feet, land in 10 feet at 10 miles an hour, and climb at an angle of 45 degrees. He also avers it cannot go into a nose dive, tail spin or side slip.

Glides to Safety.

In model tests of the plane it has been found that when the engines are shut off while the machine is in flight, or it loses lift and thrust for any other reason, the pull of gravity on the centre of weight in the fuselage deflects the wing so as to bring the front edge lower than the rear edge and the plane will begin to fall in a gliding position.

As it gains downward speed, resistance of the air acting on the wing will have a tendency to lift up the front edge and bring the fuselage to a level position, says Jordan. Thus it will travel ahead and fall lightly at the rate of one foot in 10 of forward motion, and effect a safe landing.

A Rubber Plane!

McDaniel's plane is being built of rubber, and his neighbours think his idea is a big joke.

The framework is made of rubber tubing, inflated to a rigidness with air. The wings consist of six air-filled spars, three on each side, and another such spar runs out to the rear on which the tail will be mounted.

Rubber ribs are to be fitted into the wings, the whole thing covered with a fabric; the tail put on and it will be ready to fly.

McDaniel plans to run it as a glider at first, but after experiments have been conducted in the air he intends mounting a motor on his invention.

The entire outfit will weigh only 125 pounds and the inventor believes he can manufacture it for about $200 each.

"A PENNY SAVED."

The Economies Effected at Ford Factory.

DAILY WATCHING.

Saving a penny, a nickel or a dime in the cost of making an automobile may seem insignificant. Yet when small savings like these are multiplied in the production of thousands of cars a day, the result runs into millions of dollars a year.

It is the little economies, the daily development of some new and better way of doing a job, that makes possible the periodic reductions in Ford car prices, the increasing of wages, and the constant improvement of the car itself. Quantity production alone, according to Ford officials could not do it.

In the plants of the Ford Motor Company the employees, from the highest officials to the more progressive of the machine operators, are always trying to improve methods of manufacture. Typifying the Ford idea that nothing is permanent but change, they cast precedent to the winds. Because a thing has never been done before is no reason, they feel, why it should not be done now.

For instance, push rods made in two pieces with heads of chilled iron formerly were purchased from other concerns. Engineers of the Ford Motor Company developed a new iron. The push rods are now made in one piece with the result that they give better service at a cost of 1.46 cents less per rod. Since there are eight rods to a car that is a saving of 11.68 cents on each car produced.

The reservoir for the Houdaille shock absorber, which weighs one pound eight and one half ounces, formerly was machined from a rough forging weighing three pounds six ounces. Seeking a simpler way of making this part, Ford employees contrived to shape it from a casting weighing one pound thirteen ounces. As a result only four and one half ounces have to be machined from the casting, whereas formerly it was necessary to machine nearly two pounds from the forging. This represents a considerable saving: but on top of it is a reduction of six cents in the original cost of each reservoir, or twenty four on a car.

New methods for machining the fly wheel permitted the elimination of a number of expensive machines and tools, considerably reduced repairs to machinery, and at the same time increased production 1,000 wheels per shift. The saving amounted to $1,062 a day.

Formerly the fender bracket was a forging. Someone suggested a change in its design so that a got rolled strip could be used. This resulted in increased strength and rigidity and at the same time afforded a saving of 65.4 cents per car.

A change in the milling of the cylinder block resulted in a variety of economies. The output of the mills was increased 20 per cent. the remilling of blocks to remove rough surfaces, which formerly ran about 10 per cent, was eliminated: ten men were transferred to other work, and cutter heads were changed only three times a day instead of 100 times.

These are but a few of the manufacturing economies effected between last November when prices were cut and the minimum wage raised to $7 a day and June 1 when prices were reduced again. But they serve to illustrate how it is that the Ford Motor Company can apparently wipe out all profits and yet make money.

GET SHORT MEASURE.

It is estimated by C. D. Baucom, state inspector of weights and measures of North Carolina, that motorists in that state were short-changed to the extent of $210,650 through short-measuring devices used in selling lubricating oils the past few months.

INTAKE MUFFLER.

Feature on 1931 Buicks.

"POWER ROAR."

The intake silencer, a new engineering achievement pioneered by Buick on all of its 1931 models, effectively overcome "power roar" noises which are audible at wide open throttle, such as in hill climbing, accelerating and at high speeds. Experimental work in the laboratory and on the highway located the cause of this roar not in the exhaust, where most noises of this nature have originated, but in the intake system.

The intake silencer removes this objectionable noise and gives one the feeling that the engine is performing without effort and with quiet and intense power held in reserve.

The Buick silencer was developed by Buick engineers in conjunction with the engineers of the AC Spark Plug Company, another division of General Motors, who supply this new device adopted after an extensive series of test during which many types and designs were used.

The principle of operation is based on the phenomenon of sound waves. Every sound has a definite wave characteristic and the purpose of the intake silencer is to induce a sound wave counter to that of the original sound wave emanating from the intake system so that the two waves will counteract or neutralize each other.

In order to make the silencer effective over a wide range of sound waves, multiple chambers are used each of which acting alone would neutralize one definite wave but, when acting in series, the neutralization is spread over a wider range. Other features of the device are its compactness, neatness and lack of resistance to air flowing into the carburetor.

1931 HARLEYS

Another Shipment 1931
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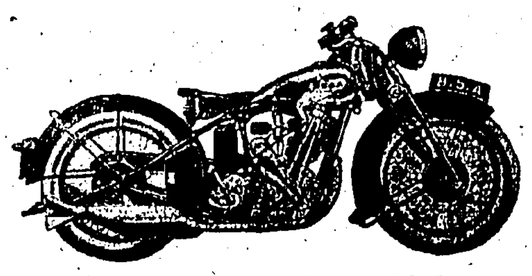

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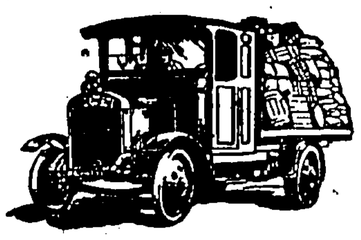

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TRUST A THORNYCROFT WITH YOUR TRANSPORT

THE MOTORIST IN FRANCE.

Roads, Rules, and Manners.

THE INHOSPITABLE VILLAGES.

Such a large part of the foreign trade of France consists of those invisible exports which are represented by the money spent in the country by tourists that it is not surprising that the tourist industry has a representative in the Government and a group of members especially devoted to its interests in the Chamber. The member of the Government is—or was until he resigned with his chief—M. Gaston Gerard. His standing is that of an Under-Secretary, and he is called High Commissioner for Tourism. It is to him that the parliamentary "Tourisme" group—which, of course, chiefly means the hotel-keepers—have been addressing their demand that the Government shall allot a considerable sum to the modernisation, development, and, above all, advertisement abroad of the medicinal springs in which France is so rich, and the watering places, many of which are ill-equipped and almost unknown. It is he who, recently, announced that the inter-departmental committee over which he has presided has decided to offer new official facilities to tempt tourists to come to France and to stay longer when they have arrived.

Thus, the duration of a transit visa on a passport is now to be a month instead of a fortnight, which means that the ordinary tourist will now have twice as long as he used to have before he need take any steps about identity cards. The formalities concerning the admission of foreign motorcars are to be very much simplified, and the necessary payments can be made by means of fiscal stamps, obtainable at post offices. Motor parks are to be created in the neighbourhood of Custom-houses at frontiers, and there is even a promise that the Custom-houses themselves shall be brightened up, and the passage through the douane be made less tedious and less annoying.

Varying Price of Petrol.

Meanwhile, the most important evening paper in Paris has been holding a symposium, in which French motorists who have travelled abroad have been giving their opinions about one or two possible improvements in France. They all refer, not only to the high price of petrol generally, which is, of course, a matter of taxation, but does not strike an Englishman any the less, but to the extraordinary variations in the price from place to place. Naturally the foreigner thinks he is being robbed, they say, when he finds that a distance of ten miles may mean a rise of a franc, or twopence, in the price of the five-litre tin. The answer which the garage gives is always that the cost of transport is responsible, but obviously there is something else, and a bad impression is created.

Although French critics will not admit that the road system of their country is not good as a whole—and they are right, for it is excellent—they cannot help recognising that the best roads in England are better than any in France, as is also their upkeep. Why should French road engineers, they say, continue to make their roads with an exaggerated and dangerous camber, which is liable to send a car into the ditch as soon as it leaves the centre? No doubt it is to carry off the water, but in Great Britain, which is nevertheless a rainier country than France, the roads are nearly flat. The fact that the tarred roads are very often not properly tarred to the edges means that there are often sudden and treacherous holes in an apparently good surface, and when the holes are mended the tar is not properly mixed with the stones and the gravel, but merely poured on to the top.

The White Line.

All the motorists who had been in England admired the white line along the centre of the road at corners, and advocated its adoption in France, though whether it would cure the average French driver of the temptation to cut off the corner on the wrong side is doubtful.

Great Britain was also praised for the efficiency and courtesy of the road officials and police and for the A.A.'s list of hotels, and the severity with which houses are excluded from it if they are not up to the mark.

Nearly all the correspondents agreed that neither the gendarmerie nor the local municipal authorities in France had yet abandoned the spirit of the horse-owner or pedestrian of the period when the motorist was considered to be a natural enemy. A village council will deliberately maintain an ancient paving of very rough stone setts along its main street, or will refuse to replace an open conduit across it by an underground pipe, because they have not yet been able to devise a more civilised way of obliging cars to slow down. As for the notices which are placed at the entrances of villages and announce the decision of the council as to the permissible speed limit, perhaps there would be more chance of motorists observing them if they were a little more reasonable; but when a driver reads that the maximum is seven and a-half miles an hour, he naturally treats the whole thing as a joke.

However, if a couple of gendarmes—they always work in couples—is determined to make a capture, it is not always a joke, and one correspondent told of how he had actually been fined for driving at ten miles an hour.—*Ex.*

FIRST FORD CAR MADE IN SOVIET.

Russia's much-discussed five year plan of industrial development will include the manufacture of thousands of motor cars and tractors. Here you see the first Ford car from the recently-opened assembly plant in Moscow. Twenty-five of them, and one truck, were featured in a parade in Moscow on the day of their manufacture.

THE '514' FIAT ON MOUNTAIN TRACK CLIMBS TO HERMITAGE.

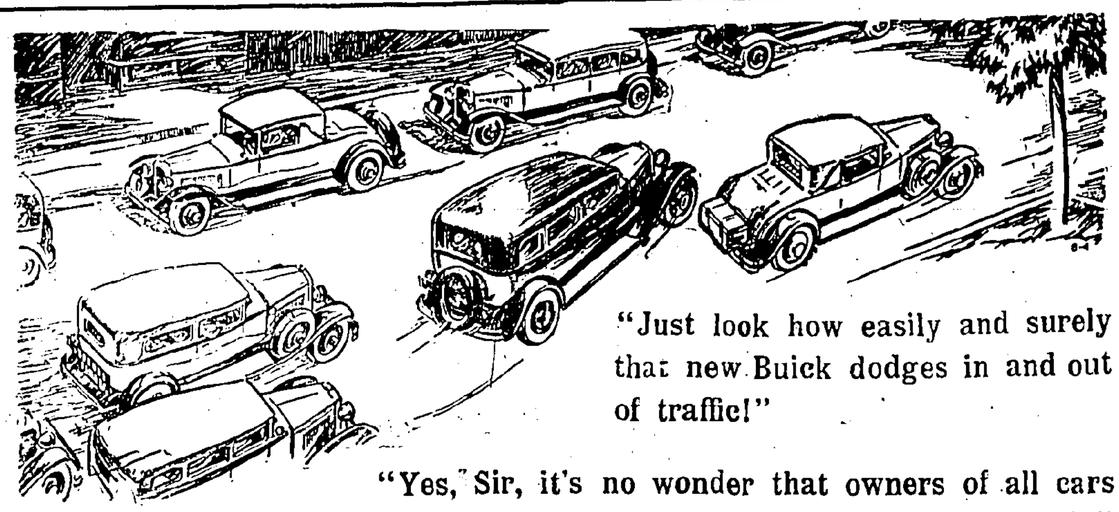
No motor car had ever disturbed the quiet meditations of the monks living in cloistered reclusion on the summit of Mount Rua (one of the best known and steepest peaks in the Eugeanean Hills not far from Padua). Two years ago, it is true, a party of motorcyclists succeeded in climbing right to the door of the motor cycle excursion organized by the journal "Motorciclism" but a motor car which attempted to emulate the agile two-wheelers on the same occasion, found itself baulked by the flight of steps in front of the building.

The honour of being the first car to cross the threshold of the Hermitage was reserved for a "514 Fiat," the utility car that knows no obstacle, shirks no task.

Two young university students of Padua, Franco and Giovanni Moassuti, in consequence of a wager with their fellow students, left Padua for Torreglia on Armistice Day (November 4) in their "514," and there resolutely attacked the steep, narrow mule path up Mount Rua. In less than half an hour, displaying uncommon driving skill, they arrived at the threshold of the Monastery, taking the last flight of steps which had proved too much for all previous attempts by car, in their stride.

The Prior opened the door to them and thus for the first time a motor car entered the sacred precincts of the Monastery.

The two plucky drivers returned the way they had come, down the same mule path which had showed what a sturdy and agile climber was their "514."



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"Yes, Sir, it's no wonder that owners of all cars from the lowest to the highest priced envy the driver of the new Buick."

Notwithstanding the tremendous flow of smooth power and speed the new Buick valve-in-head eight in a line motor places at your command—the new harmonized steering gear and balanced chassis give the owner perfect control under every driving and parking condition.

This outstanding quality is but one of dozens of qualities which have made Buick so popular thruoghout the world for the past twenty-five years—a confidence enjoyed by but few cars except Buick.

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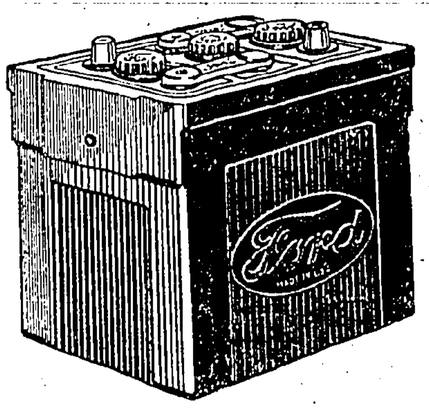

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80 AMP. HOURS
SUITABLE FOR:—

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"SIX" 70-horsepower 114-inch wheelbase
It's a SAFE car—with never-failing four-wheel brakes, rugged double-drop frame, cam and lever steering and a steel core steering wheel.
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Hongkong Telegraph.

Pictorial Supplement

January 24th, 1931.

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The above group shows the Professors and Graduates in Medicine at the Hongkong University. It was taken on the occasion of the conferment of degrees. (Photo: A. Fong).

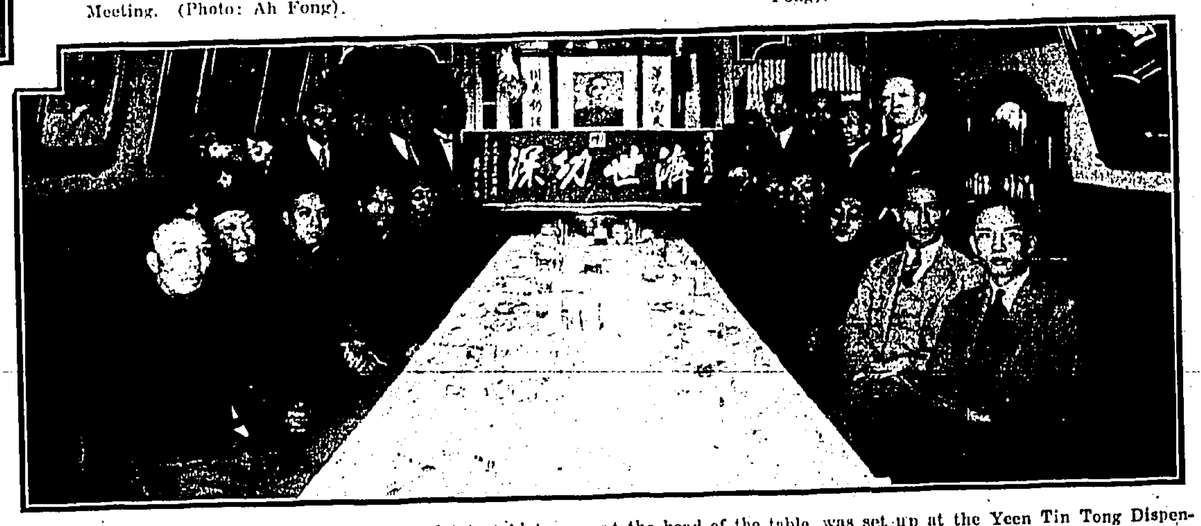
A happy snap at the Canton Ride Meeting of Admiral Chan Chak, who looks as if he had backed a winner. (Photo: Ah Fong).

In this group are seen the Vice-Chancellor of the Hongkong University (Sir William Hornell), with Professors and Arts Graduates. As will be seen, there are five ladies amongst the graduates. (Photo: A. Fong).

General Chan Ming-shu (right) and Commissioner Auyang Kue, Chief of Police, snapped at the Canton Ride Meeting. (Photo: Ah Fong).

Top picture shows winners at the recent Meeting of the Canton Ride. Left to right:—Dr. Credner, Dr. Cavanal, Miss Hayward, Mr. Huygen, Mr. Hardt, General Wong Keung, Mr. Gavin, Mr. Ng Sui-ting and Mr. Lo Ming-wa. Bottom picture shows Miss Claire Hayward on Silver King, after winning the Honam Plate. (Photo: Ah Fong).

Professor F. A. Redmond and graduates of Civil Engineering, photographed after the recent Degree Day Ceremony at the Hongkong University. (Photo: A. Fong).



This photograph was taken when a laudatory tablet, seen at the head of the table, was set up at the Yeen Tin Tong Dispensary last Saturday. This tablet was presented to Mr. Wai Siu-pak, the proprietor of the dispensary, by Marshal Chiang Kai-shek in recognition of Mr. Wai's services to China and was brought to Hongkong by Mr. Chan Chu-ting, Marshal Chiang's special representative. (Photo: Mee Cheung).

Here is seen a model F. Waco machine, of the same type as that used by G. W. Brophy, who has begun a trial flight from Shanghai to Manila, via Foochow and Canton, with a view to testing the possibility of a regular service between China and the Philippines.

This interesting study, entitled "Rustic," was one of the most admired pictures in the recent exhibition by the Hongkong University Amateur Photographic Club. It won first prize for Mr. F. Y. Khoo in the Landscape "B" Class section.

LATEST BRITISH SPEED ATTEMPT.

WHAT CAPT. CAMPBELL AIMS TO DO.

Just for the thrill, Captain Malcolm Campbell is spending £30,000 to go to America to ride for five minutes in an automobile.

He will be his own hauffeur, too, and will take his own car. All that Captain Campbell wants from America is some seven miles of smooth, sandy beach at Daytona, and sufficient police protection to keep curious pedestrians off the route of his brief joy-ride.

The sooner it is all over the better he will be satisfied. For not only does he have something less than an even chance of being alive after taking himself for that ride, but if he is successful he will have established a new world's record for automobile speed.

Captain Campbell is the only person now living who has driven more than 200 miles an hour. But to capture the record he seeks, his Bluebird II must burn the Daytona sands at more than 231.36 miles an hour—the rate attained by the late Major H. O. D. Segrave and his Golden Arrow.

These desperate races against time, involving long, careful preparation and the expenditure of fair-sized fortunes, all come under the head of sport to the blue-eyed, grimly-smiling Scotsman. Unlike other racing drivers who make their living from such precarious ventures, he is a wealthy business man who completely finances his own attempts.

But in additional justification of the great costs and physical risks he assumes, Captain Campbell will tell you seriously that such speed trials are scientifically worth while. And both the automotive and aeronautical industries are profiting from them.

"Why," he says, "there is scarcely a refinement in the mechanics of modern automobiles that is not traceable directly to the race track. The smaller, high-compression motors, four-wheel brakes, new stamina in tyres, and refinements in fuel and carburation—those are just some of the contributions of racing to our every-day convenience."

There is more than a little similarity between the Bluebird 11 and an aeroplane. The sloping nose is calculated to bank the air where it will offer the least hindrance to the car's passage, and then do the most good as the air rushes back into the vacuum of the monster's wake. Even at that, since the car is four feet in height and six feet wide, it will face an air pressure of three and one-half tons if it reaches a record-breaking speed.

A rudder like that on the tail of an aeroplane will help to keep the Bluebird on a straight course. Other fins, like a plane's elevator, will be used on the racing car as depressers, to hold the rear wheels against the earth. Lighter in weight than Segrave's Golden Arrow, Campbell's 27-foot juggernaut will be powered by a single motor. It is a Napier Lion 12-cylinder engine of the same type used in the Schneider cup seaplane races.

Leading contender for world speed honours is Captain Malcolm Campbell who, pictured below in the "cockpit" of his racing automobile, is the only living person who has driven more than 200 miles an hour. He is shown above with Mrs. Campbell, who will accompany him to Daytona Beach, when he tries to beat the mark of the late Sir H. O. D. Segrave.

Wind-tunnel tests have convinced Captain Campbell that the Bluebird II is capable of breaking the record when he takes it to Daytona. "I think we are going to get far greater speeds in the very near future," he said. "I believe that 300 miles an hour is not impossible for a racing automobile, or even for the Bluebird. But of course potential power and actual performance often are widely different things. We'll see what we shall see."

The attempt will be made, according to A. A. A. regulations, in both directions over a seven-mile strip of beach following a trial run back and forth on the course. Three miles will be allowed for starting and three for stopping, with only the intervening mile to be timed in each direction.

Campbell must sight his wheeled projectile a half mile ahead. Since, according to psychologists, seven-tenths of a second are required to transit a thought into action, in which time the car would cover about 225 feet, he must hold determinedly on his overhead targets and trust to providence and his aids that there will be no obstructions or rough places in his path.

It was an almost invisible bump on a course laid out on an African desert that nearly cost Campbell's life when he went there with his original Bluebird. His spine was fractured by the jar, but he held on and set a five-mile straightaway record that still stands.

He has been racing since the war when, as a captain in the Royal Flying Corps, speed became his hobby. Friends who know his modesty and self-deprecation declare that he has no thought of winning a British title similar to the one which crowned Segrave's efforts.

Bluebird II was built secretly on his estate near London. Campbell himself designed the car, and five mechanics have been employed for a year and a half in its construction. These same men, with the crated car and dozens of cases of parts, will accompany him to Daytona Beach. Mrs. Campbell will be there too, watching his health and shooing away visitors.

At least three Americans and one Australian are said to be contemplating an assault on the Segrave record at the same time Campbell makes his attempt. One two-engined monster, 32 feet in length, is said to be capable of developing 2,500 horsepower. Another possible American entry will have four Liberty engines. The Australian car, with twin Napier super-charged motors, is said to have gone more than 200 miles an hour in trials already completed.

1930 ILLUSTRATED.

The Hongkong Telegraph

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MINISTER'S DAUGHTER.

Becomes "Companionate" Wife.

Mrs. Chester Zucker, 22-year-old daughter of the Rev. Dr. Eliot White, is pictured above with the young husband whom she acquired through a companionate agreement and an Episcopal Church ceremony. Her father, who invited ex-Judge Ben B. Lindsey to deliver the address that resulted in the court feud with Bishop William T. Manning, is said to favour birth control as a marriage reform. The young couple are shown below at a "companionate" breakfast in their home at Roselle, N. J.

Metuchen, N. J., Dec 28.—A marriage ceremony performed here two months ago, with the full rites of the Episcopal Church, may serve to heighten the bitterness of the controversy between Bishop William T. Manning and ex-Judge Ben B. Lindsey over problems of marriage reform. For the bride is the daughter of a minister in the Bishop's own diocese, and the marriage, according to the principals, is a companionate one.

When Shirley White, 22, and Chester G. A. Zucker, her fiance, went to the Rev. D. Eliot White to discuss plans for their wedding in October, they found somewhat to their surprise that he approved their ideas of birth control and easier divorce.

Invited Lindsey to Speak.

So. Dr. White performed the ceremony, and it was not until Lindsey, fiery champion of marriage reform, was expelled from the Church of St. John the Divine into court on a charge of disturbing public worship that any public mention of it was made. But Dr. White feels deeply about the minor riot that ended in the ejection of Lindsey. It was he who, as chairman of the speakers' committee, invited Lindsey to address the New York Churchmen's Association.

Mr. and Mrs. Chester Zucker, however, are but little concerned with the significance of the example they have set. "We're happy," declared the minister's daughter. "Why should we worry?"

"We never have thought of ours as a trial marriage. We intended it to be permanent, and we think it will be permanent. But we do feel that divorce, when married persons consider it necessary to their happiness, should be made easier, and by mutual consent, instead of through the present farcical methods.

Favour Birth Control.

"The really 'companionate' part of our marriage is our plan to postpone having children until we are prepared for them. It is not a question of religion and love, but of economics.".

The couple first met on a liner returning from Europe, where Zucker, a Boy Scout leader and himself an earnest young church worker, had gone to the International Boy Scout Jamboree. He now is associated with his father, a manufacturer of Roselle, N. J.

"We waited a whole year, instead of rushing into matrimony," continued Mrs. Zucker. "And now, before having children, we want to wait until we are a little more mature and until we are able to support them.

Opposed to Free Love.

"Judge Lindsey's ideas about marriage have been widely misunderstood. Ours really comes under his classification of a companionate union. It is directly opposed to free love, and is intended as a lifetime partnership. We were married with a real church ceremony.

"But if is becomes necessary to dissolve such a union, we believe as my father does, and as Judge Lindsey advocates, that divorces should be granted by a commission resembling a Public Welfare Bureau."

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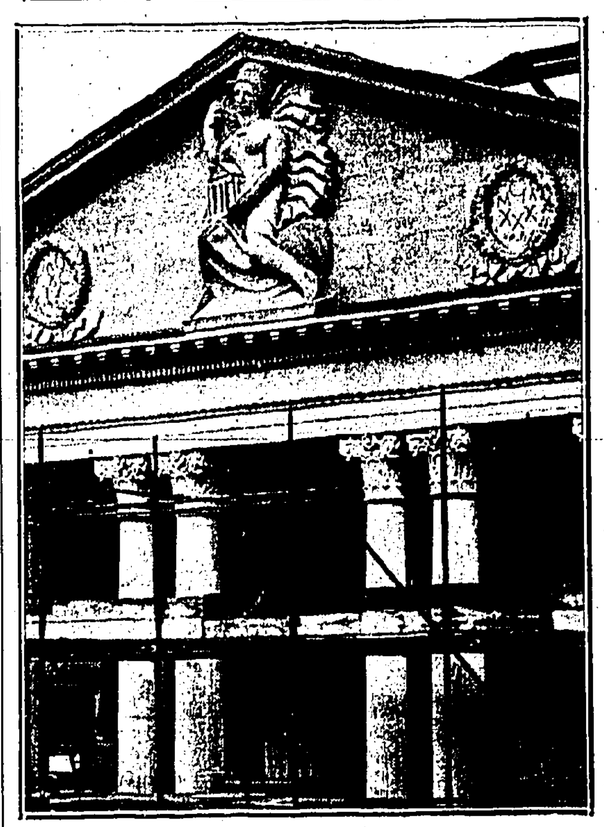
Fellows of the Institute of Ophthalmic Opticians (England).

NEW BANK OF ENGLAND.



Considerable progress has been made in the rebuilding of the Bank of England. Our picture shows the upper portion of the frontage to Threadneedle Street, showing one of the sculptured figures, (*Times* copyright).

WITH THE COTTESMORE HUNT.

Hounds and field moving away from Stapleford Park, Melton Mowbray, where the Cottesmore Hunt met. The morning hunt occupied upwards of two hours and several foxes were found. (*Times* copyright).

First Styles From the South

by Julia

First it was Paris alone, then Paris and New York, but the Mason and Dixon line is today a clothes line every fashion-wise woman must watch closely

I. If you can't capture a gypsy mood when you arrange the audacious scarf of this billiard green Jay-Thorpe suit, you haven't any vagabond blood, that is certain.

II. your grandmother would have loved you . . . and so will all your fellowmen . . . in this old-fashioned Jay-Thorpe lace wool frock with a square neck that suggests a song at twilight and a minuet or polka.

III. to be an ingenue, doll up in an aquamarine blue crepe suit like this Jay-Thorpe outfit, whose flaring collar and cuffs and pinched waist breathe that demureness that every wise woman wants.

IV. hands go naturally into these pockets, trimmed with polkadot handkerchiefs to match the skirt that you wear with a Birke and Birke white woolen coat and white crepe blouse.

V. for moments when you want to be really feminine, Birke and Birke offer a white wool dress whose sleeves and neck are tied with red, white and blue bows.

THESE are the days to make—and keep—a most satisfactory kind of New Year's resolution.

I mean that silent little vow that you're going to get on in the world this year. You are going to be beautiful.

You are going to be charming to look at, chic, alluring, the kind of person all women envy.

Watching the new things made for points south of Mason and Dixon's line enables you to select clothes that will not be outdated a month or so from now.

Fewer extraneous lingerie touches are shown and the decorations are more often of self material.

Materials are more likely to be softly pastel-colored rather than deep, ruddy, harsh, such as some of the winter tones. New shades are lavender-blues, such as hydrangeas, melon pinks, gray-yellows, quite different from the sharp chartreuse tones.

Plain materials are used more than prints, though cottons and linens, in gaudy prints, fashion the beach things. When prints are used for daytime things, they are either fine designs or stripes, checks, or plaids.

Collars, sleeves and waistline treatments are more important than ever. Some remarkable things are being done in pockets.

I. THE most important thing for wear in the new year is the decorative yet practical daytime style. You can have frocks and coats, or suits. Both are excellent. A billiard green wool crepe suit with a printed blouse and scarf collar is a costume that would brighten your days immeasurably.

It is that soft, warm material that is very sheer indeed, but most wearable, also. The skirt has a double French box pleat down the front. It fits up into its own stitched belt and the little printed chiffon blouse slips inside of it.

The coat is a charmingly feminine one, with a stitched belt that ties in a soft bow at one side. The cuffs are open at the outside of the wrist and are stitched as the belt is. So is the collar, with its notched lapels.

The hat for this suit is a sports model, with a brim, which may cheer the souls of such as you who are suffering from eyestrain from wearing hats that give no shade whatever. This beige hat has half of its back made of billiard green felt, set in neatly and making a pleat at one side.

II. IF you have a lace wool frock this winter you know how charming and satisfactory such decorative material can be. If you are in a party mood, there are frocks of similar materials to help you have a good time when you are invited out.

One of these for Palm Beach days sponsors all-over eyelet embroidery in a dead white frock. It is made with the most adorable little square neck, short sleeves and peplum. From under the peplum the flaring skirt takes floor length.

With the frock, some of the new beaded jewelry is worn, a necklace and one bracelet, white beads, with gay red and blue worked in them. Topping it, making it ready for a garden party, is a white linen hat, also eyelet embroidered.

III. VERY new is the aquamarine blue Canton crepe suit with its stitched and flaring cuffs and collars and its pinched waistline.

The skirt is pleated almost to the knees and flares then. The collar and cuffs are quite as ornamental as anything could be, and most unusual in their stitching, which flares them out. There is a double-breasted cut to the coat, with a sweet rever treatment at the front. In the V neck you can see the little sheer lace wool blouse which goes with it.

IV. QUITE the most engaging costume to invest in is a three-piece ensemble, designed for Palm Beach, but most wearable anywhere.

There is a black and white polka dotted skirt, a white crepe blouse with polka dotted touches in the form of a bow at the neckline and belt. And topping this, a charming white basket weave woolen coat, with a couple of handkerchiefs of the polka dotted silk stuck through the pockets.

This coat is spring itself, with its raglan sleeves and stitched belt. It is jaunty, young, intriguing.

A white hat has black and white ribbon facing it on the under side of one half. The other half has the ribbon on top.

V. IF you are looking for a wearable dress that is new and different, one in color like the white one shown here would be admirable. It is of featherweight wool, made with no decorations besides its own lace wool collar and cuffs. The collar really is a yoke, fastened at the throat with a red, white and blue cord, with tassel ends. The sleeves have the same cords tied in bow knots and the belt is red, white and blue.

This frock, with its graceful wide sleeves, its yoke and bloused waist, has a plain skirt until almost knee length, when pleated godets are set in. This is one of the new spring silhouettes, almost in straight lines, but not quite.

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Hongkong Telegraph.

Pictorial Supplement

January 24th. 1931.

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Further Bargains.

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"The Hut on the Hill" is the title of this picture by Mr. P. A. Dragon, which was placed equal seventh in the "A" Class Landscape section of the recent exhibition arranged by the Hongkong University Amateur Photographic Club.

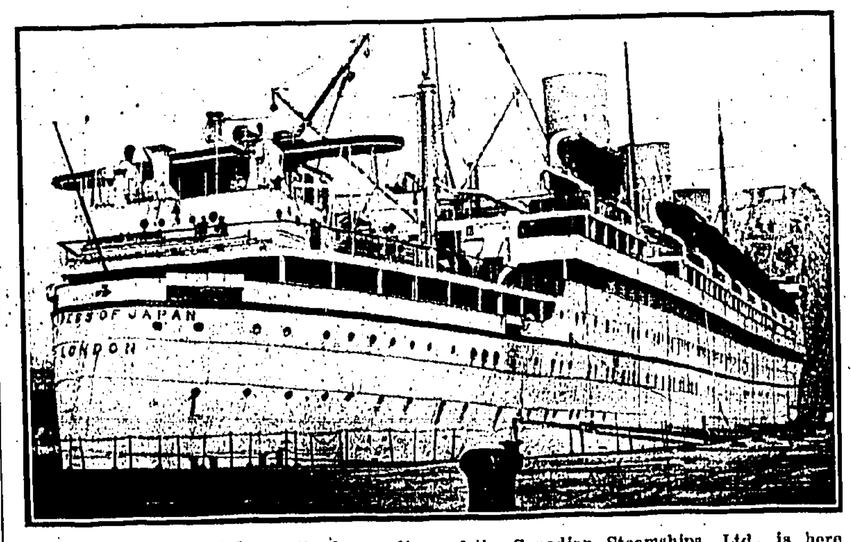
Mr. T. T. Kwok won the prize in the Genre School Class of the Hongkong University Amateur Photographic Club's exhibition with this picture, which he has named "Cleaning Up."

Entitled "Bamboos," this picture won first prize for Mr. P. A. Dragon in the Class "A" Still Life section at the University Photographic Club's exhibition.

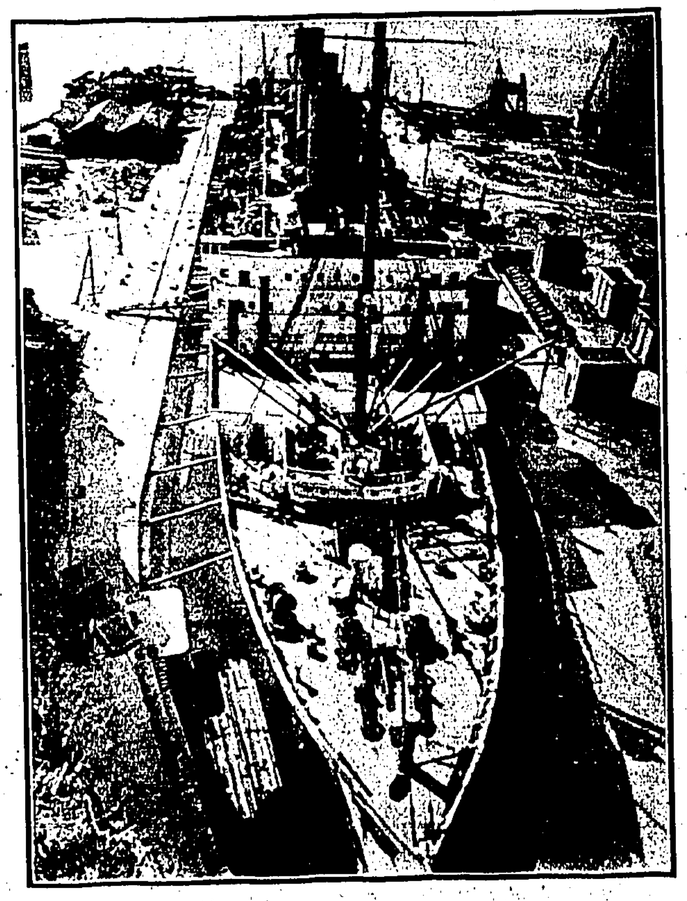
A reader sends in this photograph of a Chinese monk, who has permitted his finger-nails to grow without cutting for over twenty years.

A line-out, during the Interport Rugby trial match which took place on the Club ground last Saturday, when the Club Colours won by 14 points to three. (Photo: Mee Cheung).

The remains of the late Mr. J. J. Hirst, a popular young member of the Volunteer Defence Corps, being conveyed to their last resting-place in Happy Valley. Full military honours were accorded. (Photo: Mee Cheung).



The Empress of Japan, the luxury liner of the Canadian Steamships, Ltd., is here seen in the No. 1 dock at the establishment of the Hongkong and Whampoa Dock Co., Ltd., in Kowloon, for the purpose of her first annual overhaul.



This picture of the Empress of Japan gives a fine idea of the length of the dock at Kowloon and demonstrates the splendid facilities available for handling the biggest liners that come out East.

BRITISH MOTOR INDUSTRY.

Review of Progress and Some Interesting Figures.

We have now reached a period of the year when it is possible, in a brief review of the British Motor Industry, to say that 1930 will prove to be perhaps, the most memorable of all the 12 years that have passed since the end of the war.

Without desiring to be in any way anti-any-other-country, it is due to us to say that, so far as our home market is concerned, this has been a great pro-British car year. At a time when unemployment has been so rife and so persistently on the increase, it is certainly to the credit of the British motor-purchasing public that they have bought British and so permitted one industry at least to move along the path of progress.

In what we have to state about British cars in this article there is no intention on our part to be comparative in a deorgatory sense. As a public journal "The Motor" deals with all vehicles available on the market and endeavours to be fair to all. In doing this there is no legitimate reason why we should not be patriotic.

Interesting Figures.

During the first half of this year 15,860 fewer foreign motorcars and chassis were imported into Britain than during the corresponding period of 1929. Reference to the Ministry of Transport returns relating to new cars registered for the first time shows that during the same period there were 8,362 fewer cars registered compared with the first six months of 1929.

This would appear to be rather a serious discrepancy, pointing to a definite set-back in trade; and, indeed, it has been referred to as though it indicated a loss to the British industry. Close examination of the statistics, however, reveals that the decline represents almost entirely a fall in the demand for the foreign product, and points to the fact that without doubt there is an increasing demand in the home market for British-made vehicles.

This increase in the sale of new British cars has been as marked a feature of each month's r urns of new vehicles, as the decline in the registrations of imported new cars has been obvious, and on a conservative estimate it may be reckoned that British production increased by approximately 3,000 units during the first half of the year, after allowing for the reduction in the number of units exported.

New Car Increase in September.

The latest returns of new private car registrations for the month of September show an increase for the first time since February last, after which month there has been an average decrease of about 2,000 cars per month. Compared with September, 1929, this increase was 1,510, and of that number 951 new registrations were in the horse-power categories where British cars definitely predominate.

Standard of Values Raised.

The reason for the greatly improved position of the British Motor Industry is not difficult to discover. It is the highest compliment that can be paid to his competitors that the British manufacturers has been spurred to raise the standard of values to an extraordinary degree. Progress in design has been possible to introduce notable improvements and at the same time to reduce prices.

It is interesting to note that British manufacturers have led the way in two extreme directions—in providing the public with the highly efficient small motorcar and at the opposite extreme in the production of the heavier public-service vehicle. There can be no doubt that in the design, manufacture and equipment of motor coaches and commercial-goods vehicles the British motor industry has a commanding lead.

All that is required is an extended period of freedom from the inter-whole of the overseas markets is only an infinitesimal contribution. The latest returns for October show that for the ten months the value of our total exports of motor vehicles and parts is in excess of the value of our imports by about £4,000,000.

In this direction there is an increasing call for much greater effort and concentration, which, it is contended, would be encouraged by a really satisfactory alternative to our system of taxation by horse-power. Such a change would have to encourage export trade without detriment to the home market. That is why any mooted alternative would have to be most thoroughly considered from every angle lest a basis should be adopted which would prejudice the home manufacturer and render his present strong position less secure.

If the Brittish motor industry is left alone it can maintain and increase its own progressive success along lines that have been rendered possible under conditions which have proved to be so definitely beneficial to the manufacturer and the user. The duty on imported cars has no had the effect of raising the prices of British vehicles, nor has it resulted in purchasers being denied the benefit of lower costs of production brought about by improved methods of manufacture. In the one direction there are actually lower prices, and in the other rather than any lowering of the standad of quality.

Overseas Trade.

Turning to overseas markets, it has to be confessed that the situation is not yet satisfactory. Our exports of all classes of motor vehicles for the six months to the end, of June were lower this year than last by £351,849, and when it is pointed out that motorcars, classis and parts to the value of £2,098,537 went to the Irish Free State, it will be seen that the rest of the world took cars to the value of only £1,586,041.—*The Motor.*

SPORTS CYCLES.

Colourful Display in Paris.

VARIED MACHINES.

Not to be outdone by the recent automobile show in Paris the 24th International Exposition of Sports Cycles which has just opened here displays red, orange, yellow, and blue models to the almost complete submersion of the more sombre-hued convenances.

The Grand Palais recently was the scene of great confusion due to the large crowds that attended the formal opening. On the floor were small torpedo-shaped racing cars, motorcycles and bicycles in all the cheerful colours employed by their slightly more grown up brothers and sisters of the four-wheeled clan.

New inventions are scant but the many adaptations, improvements and new inventions of last year's models make up for the lack of creative genius in producing a completely revolutionizing contraption. There is the "triporteur motor," a motorcycle with a large square delivery wagon attached. It comes in all colours and can carry large amounts of wares and will go 36 miles an hour. There is also the "Voiturette," a little wagon on three wheels with a shelter for the driver. The model on display is a deep rich red and said to be lighter than a regular automobile of the small variety.

On one side of the entrance is a huge papier-mache giant riding a papier-mache motorcycle, the wheels of which might easily have been borrowed from the ferris wheels at Luna Park. Further on a large papier-mache negro in a red cap rolls his glass eyes and opens and shuts his large mouth to attract attention to his models. His models are bicycles of every known type from the tiny tot's delight to the good old fashioned "bicycle built for two" three and even four. There is also a racing "bike" which arouses the sporting instinct in even the weakest adherent.

Bicycles and motorcycles play an important part in European life and Americans may well take heed of the custom if parking conditions continue to augment problems in locomotion for city streets. We shall soon be able to fold them up upon reaching our destination, like a camp stool and mark them in a small slot while we shop as umbrellas are now checked on rainy days at the entrance to Fifth Avenue salons.

U. S. MOTOR TRADE.

In September the output of motor vehicles in the United States was 222,931 units, which compares with 223,048 for August and 415,912 for September, 1929. For the nine months' period there has been a decrease of 1,712,932 units.

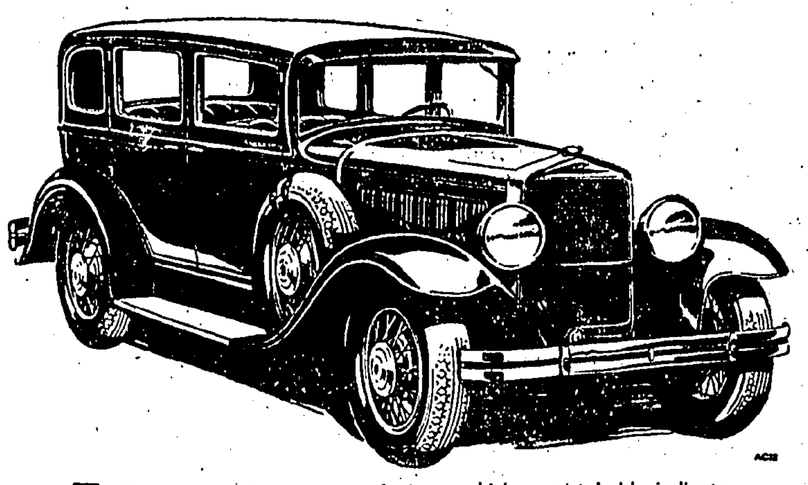
REVOKES 542 LICENSES.

In three months, Harold G. Hoffman commissioner of Motor Vehicles in New Jersey, revoked the licenses of 542 automobile drivers for having driven their cars while under the influence of liquor.

70 HORSEPOWER

114-INCH WHEELBASE, AND

STUDEBAKER QUALITY



THERE are certain motor car features which unmistakably indicate quality, and this Studebaker Six has them in greater abundance than such a price has ever commanded. Its 70-horsepower engine is the most powerful in any car in its price class! It is roomier and more comfortable because of its 114-inch wheelbase. A trial run today will convince you that the Studebaker Six is better in quality and a bigger value than you think possible—even from the resources and 78-year-old reputation of Studebaker.

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(Incorporated in Hongkong)

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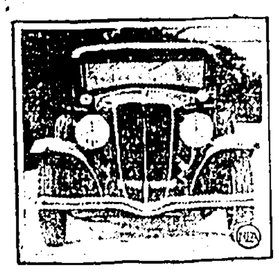
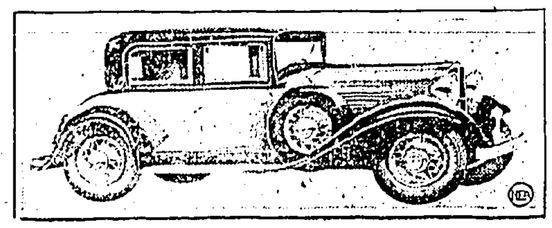
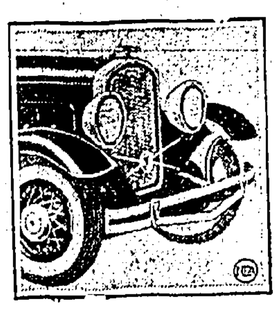
More Power, Freewheeling, Aluminum Engine, Sleeker Stronger Bodies Feature 1931 Autos.



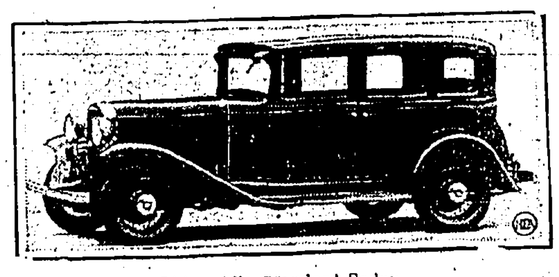
Auburn's sweeping front.



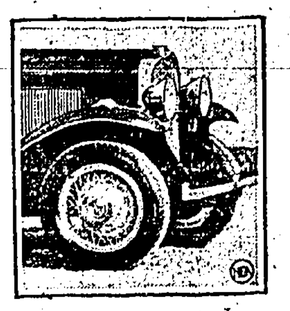
Willys Six Victoria Coupe.



Hudson Great Eight.



Oldsmobile Standard Sedan.



Oakland Sport Coupe.

[By James F. Donahue, for the *Hongkong Telegraph.*]

New York, Jan. 3.—Better looking automobiles, with additional and improved engineering features, yet generally lower in price, marked the opening Saturday of the 1931 Automobile Show at Grand Central Palace.

Among the novelties, this year, are a new low-priced six, the De Vaux; adoption of freewheeling, besides Studebaker, by Hupmobile, Lincoln and Auburn; an aluminum 16-cylinder engine by Marmon; longer, wider and stronger bodies, and generally lower prices throughout.

Outstanding features of the new cars are:

Auburn:—Free wheeling and silent-mesh synchronized transmission; sturdier bridge type frame construction; automatic chassis lubrication; lower bodies; wider tread; smaller wheels; less pedal effort in braking; dash-controlled starter; engine of larger bore and power; new type carburetor; new body and radiator lines; door panels higher; windows narrower; longer hood; easier starting.

Chevrolet:—Three new models besides eight previously announced; increased wheelbase; larger bodies; insulated front compartment; easier steering; more durable clutch; quieter transmission; strengthened frame; improved radiator; increased driver vision; slanted windshield; new valve push rods; more rigid frame; lower prices.

Cadillac:—V-8, V-12, and V-16 all shown at lowest prices in past 12 years. V-8 features lower body; adjustable front seat; easier steering; constant spring lubrication; carburetor intake muffler; radiator screen cover; and rubber insulation. V-12 and V-16 possess same mechanical features except in few details. V-12 body follows V-8 lines. Both "12" and "16" feature carburetor intake mufflers; synchro-mesh non-clashing transmission. V-16 has thermostatic generator control, thermostatic crankcase ventilation control.

De Soto Eight:—More power, acceleration, speed; bore enlarged; gear ratio changed; slender radiator profile; longer hood.

De Soto Six:—Lower body; double-drop frame; new body styles; new insignia crest; greater power; increased cylinder bore and compression ratio; new crankshaft impulse neutralizer; changed gear ratio; oval instrument panel.

Dodge:—New six and eight-in-line model; Eight's wheelbase increased four inches; double-centre drop frame; adjustable front seat; increased bore; air cleaner intake silencer; fuel pump; easier steering; eight body styles. Six follows somewhat body lines of eight; engine power increased; greater bore and stroke; longer wheelbase; four body styles.

Franklin:—Lower prices; 100-horsepower engine; improved cooling and intake systems; improved lubrication; increased tread; airplane streamlining; easier steering; inside sun visors; hot air deflector; improved shock absorbers; staggered louvres; roomier front seat.

Hudson-Essex:—Larger engine bore on each; more power; easier starting through heated riser; improved oil cooling; radiator grills; strengthened chassis frame and bodies; direct oil pumping; roomer bodies; modernistic design.

Hupmobile:—Free wheeling on all models, sixes and eights; lower prices; carburetor intake silencer; new steering development; radiator oil cooling system; double down-draft carburetion; special body insulation; 26 body types.

La Salle:—V-8 incorporating many Cadillac V-8 features; lower prices; more power; greater speed; raised gear ratios; carburetor intake muffler; vibration modulator; new steering system; improved brakes; synchro-mesh transmission; adjustable front seat.

Marmon:—Sixteen-cylinder all-aluminum, 200-horsepower V-type engine operating on one crankshaft; one duplex down-draft carburetor; special twin-plate clutch; chassis modulator; "finger-tip" steering; duo-servo self-energizing four-wheel brakes; and full pressure lubrication; eight body styles; prices below $5,000.

Nash:—Lower prices; helical gear transmission for easy, quiet shifting; automatic chassis lubrication; down-draft carburetor; high compression-high turbulence motor; torsional vibration damper; new clutch; double-drop frame; increased horsepower; and twin-carburetion in the two twin-ignition eights; also a straight eight and new six.

Oakland-Pontiac: — Synchro-mesh transmission; rubber insulation; carburetor intake silencer; electro-plated pistons; inbuilt radiator screens; increased braking area; positive lubricating system; stronger frames; rubber shackle bushings, eliminating 12 chassis lubricating points; cross-flow radiator; lower prices; longer wheel-base on Pontiac.

Oldsmobile:—Lower prices; new lines; down-draft carburetion and manifolding; synchro-mesh transmission; carburetor intake silencer; chassis insulation; new type body construction; increased horsepower; torsional vibration damper; new type piston; new arrangement of oil pump; improved crankcase ventilation; new front spring design; improved steering; six body styles.

Packard: Eleven body types in new combined custom and de luxe line, at about $1,000 less than former price; new intake and exhaust manifolding; increased engine power; new type vibration damper; quieter four-speed transmission; expansion chamber in motor exhaust line reducing exhaust noise; automatic chassis lubrication; new shock absorbers; metal spring covers; self-adjusting shackle bolts; new steering wheel; new fuel pump said to end gasoline boiling; body lines altered slightly; body greatly strengthened.

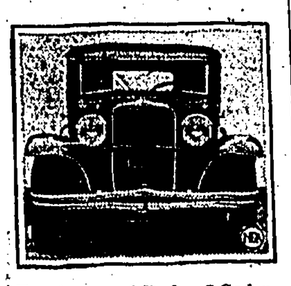
Peerless:—New de luxe line; greater horsepower; improved four speed transmission; new vibration damper; radiator shield; inside sun visor; single exterior colour; finger tip control.

Plymouth:—Increased power; improved acceleration; new fuel and water pumps; new carburetor jet, inlet valves and camshaft; increased brake horsepower; electric gasoline gauge; new body style and construction.

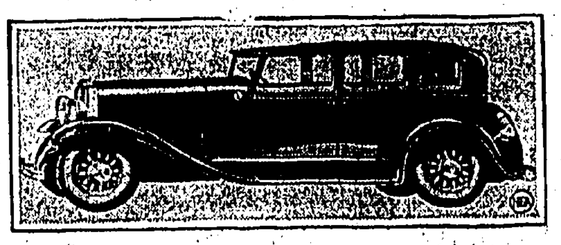
Reo:—New type fender construction and body design; adjustable front seat; easier steering; redesigned transmission; nine-bearing crankshaft; vibration damper; reduced fuel and oil consumption; silent shift transmission; perfected twin-plate clutch; all oil tubes eliminated inside the crankcase, and new oiling system substituted.

Studebaker: — Extends free-wheeling in all models; both sixes and eights. Sixes feature double-drop frame; engine vibration damper; semi-automatic choke control; lines are long and sweeping. Eights, in 22 models, about same as introduced last July, improved by high turbulence air deflector; carburetor intake silencer; thermostatically-controlled generator to preventing battery over-charging; improved vibration damper; improved steering.

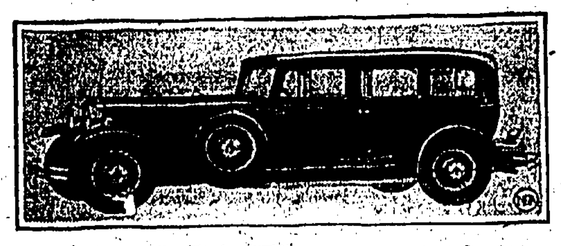
Willys and Willys-knight:—Wider tread; lower prices; double-drop frames; longer wheel base; fuel pump replaces vacuum tank; allsteel rear axle; larger fuel tank; anti-skid braking member; new oil distributing system; new oil rings; new carburetor; new fender shape; slanting windshield; optional gear ratios and paint jobs; new arrangement of hood louvres.



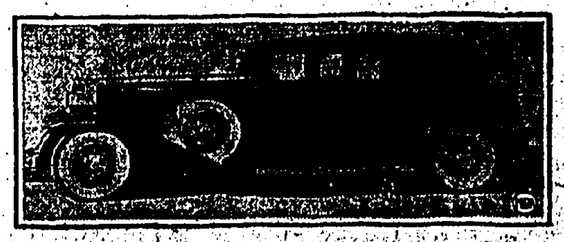
Front view of Dodge 6 Sedan.



Franklin De Luxe five-passenger sedan.



Hupmobile, Series "H," seven-passenger sedan.



Marmon, 16-cylinder, close coupled sedan.

Tires by FISK

NEW *In Principle In Performance In Price*

Fisk's New Air-Flight Principle Tires are now in our salesroom. This line of tires, which has revolutionized the industry, will change for all time your conception of Riding Comfort.

New in Principle, they offer you the swift freedom of airplane flight—the smooth, frictionless sensation of Riding on Air. Their All-Cord construction and flexible air chamber puts "wings on your car" and lets you ride the highways as you ride "the air"—always smoothly forward, with a buoyance that banishes for all time, the sudden jolting which you now receive from even the best of all other tires.

Here are the 7 Points of SUPERIORITY that the AIR-FLIGHT Principle Tires by FISK alone can offer you.

1 Larger Air Chamber
2 All-Cord Process
3 Multiple Cable Bead
4 Increased Flex Area
5 Stream Line Tread
6 Greater Road Contact
7 Air-Flight Balance

Visit our salesroom today. Let us demonstrate the superior qualities of these new Air-Flight Principle Tires. Enjoy the souring sensation of riding on nothing but air. We have an Air-Flight Principle Tire to fit your car at the price you want to pay.

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NO GRADE CROSSING.

The construction of the new $50,000,000 Canadian National Railway's passenger station in Montreal will eliminate 76 grade crossings.

TYRE UPKEEP $29.

Each motorist in the United States spent an average of about $29 on tyres and tubes last year, according to figures of the American Motorists' Association.

TOURIST BUSINESS.

People of the United States expend about $3,000,000,000 a year in touring, according to an estimate of the U.S. assistant secretary of commerce.

$3,300 HONGKONG CURRENCY!!

FIAT 520

SIX-CYLINDERS!

TRUMP THAT!

Arrange for an early demonstration.

Service Station FIAT GARAGE and LANCIA GARAGE Hennessy Road. Tel. 24841. Tel. 23557.	A. GOEKE & Co. Tel. 22221. FIAT AGENTS.	Spare Parts Dept. CHINA BUIDING Fourth Floor. Tel. 22221.

CARS FOR RUTHLESS MOTORISTS.

[By Capt: Wolf Barnato.]

On returning from New York I have been asked to draw a comparison between "automobiling" and "automobiles" there and in this country.

The greatest difference is the fact that over there the automobile is used by a great majority of people solely as a means of transport; driving a car for pleasure, id appreciation of the finer points of that vehicle, is practically non-existent. The sporting car, except in the States of the Middle West, is practically a thing of the past.

All American cars are much alike to drive, most of their component parts, even to their engines in a large number of cases, being standarised units built by specialists in the manufacture of that individual unit. For example, nearly every American car manufacturer buys his back axles from one large firm who carry out all the axle experiments for him and advise him accordingly—with a knowledge far greater than the manufacturer himself can acquire—as to which type and design of axle is most suitable to his vehicle.

* * *

In much the same way oil-producing and marketing concerns with large laboratories and other resources at their command can advise motor manufacturers as to the best type and grade of oil for their individual engines. Thus we get the extreme similarity of performance and handling between most American cars. The only real difference in the cars is their looks and price, and that is what sells one against the other.

The average American driver knows little or nothing about his motor-car. His knowledge of its speed is governed solely by his speedometer, and therefore a speedometer which is 10 per cent. or 15 per cent on the optimistic side is becoming practically standard. His knowledge of the art of gear-changing is sadly lacking, because he has erroneously been led to believe that one should only shift to a lower gear if the hill is too great for the car to proceed along on the higher ratio.

He will then "crash" through to the lower gear, callous and deaf to the noise that emanates from his box, when he could have double declutched down noiselessly a quarter of a mile back without losing his engine speed. Small wonder, therefore, that American cars have to be made as fool-proof as possible.

The brakes on the whole are good —it is necessary to have good brakes in New York. The clutches are easy in manipulation and stand up well to slipping. They have to, for the American "slips" his clutch atrociously.

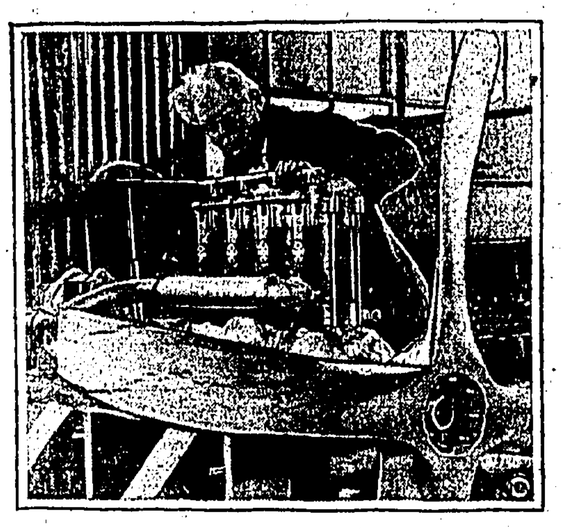
The average steering is definitely not as pleasant as that on most British cars, especially at speed. However, the American car is definitely made for a purpose and to suit the requirements of the community in general, and it attains that object admirably.

Its acceleration up to 50 m.p.h. is comparatively good, but from this to 70 m.p.h. it is poor, so that one finds difficulty in slipping quickly by some other car, as the speeds of most cars are so very nearly the same.

I do not want you to think I am writing in derogatory fashion and decrying the virtues the American vehicle possesses. I am not, for, as I previously said, the cars in the United states are eminently satisfactory for the conditions that exist there.

The traffic there moves at a much more uniform pace. American arterial roads are no wider than ours, but are divided by lines into three or four divisions according to the width of the road, so that slow-moving traffic must keep inside the first line. This leaves the other two channels clear for overtaking both ways with safety.

FOR LAND, AIR OR WATER.



A Diesel type engine, said to operate for one-fifth the cost of any present engine, has been designed for automobiles, airplanes and marine craft by Captain E. Blanchard Robey of College Park, Md. U.S.A. Captain Robey is shown here with his engine.

MOTOR CAR INSURANCE

PROTECT

YOUR CAR

AND

YOUR LIABILITY TO THE PUBLIC

BY A POLICY WITH

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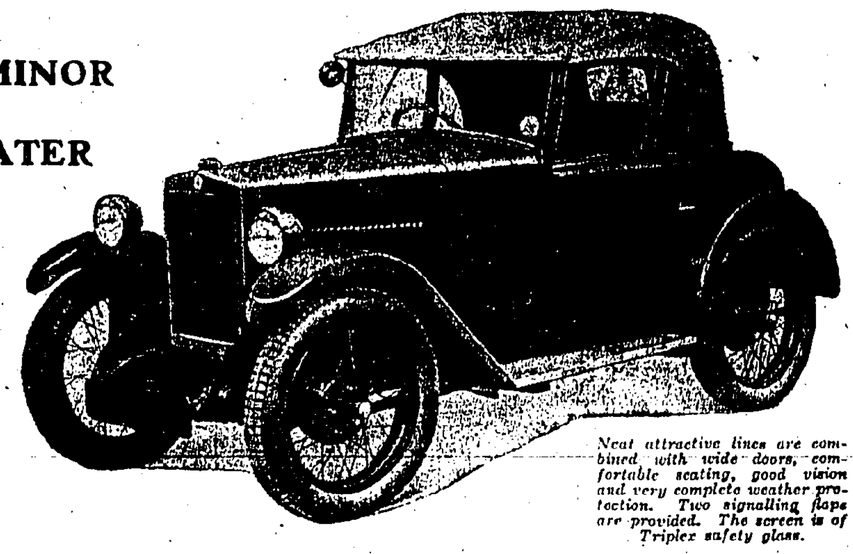
THE

MORRIS MINOR S.V. TWO-SEATER



Neat attractive lines are combined with wide doors, comfortable seating, good vision and very complete weather protection. Two signalling flaps are provided. The screen is of Triplex safety glass.

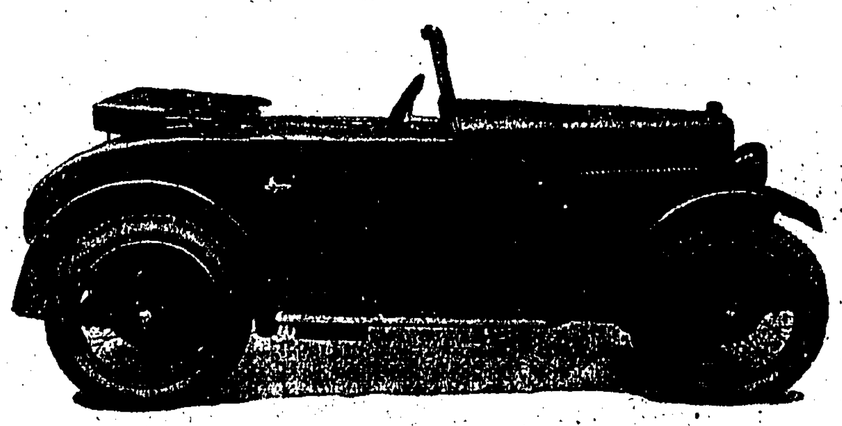
THE Morris Minor S. V. Two-seater is in every respect built on orthodox lines. As motoring value for money, it sets a standard hitherto unapproached in British engineering. The frame is full length, upswept front and rear: the suspension is by four semi-elliptic springs with shock absorbers, and wheelbase (6 ft. 6 in.) gives, with the proportionately generous track of 3 ft. 6 in., a happy combination of ample body space with an overall size that makes possible extreme ease of handling, garaging and parking.

The 4-cylinder engine, of the side-valve type with a detachable head, has a bore of 57 mm. and a stroke of 83 mm. (847 c.c.). It is larger and gives off more power than most other engines of equal taxation. Forced lubrication, S. U. automatic carburetter and Lucas coil ignition are employed. The gearbox provides three speeds. All four brakes operate direct on the wheel drums.

The body is coachbuilt, finished in grey cellulose and upholstered in red. Hood, side-screens and hood bag are provided. Hinging forward the seat squab gives access to the boot, wherein the spare wheel, tool kit and luggage are housed.

The car is very easy to drive, possessing a high degree of controllability and very quick response. Speeds of upwards of 50 m.p.h. are well within its capacity, a normal fuel consumption of 40 m.p.g. is obtainable and in appearance the car is well-balanced, attractive and neat. Reference to the items of equipment provided show how well turned out the car is in this respect.

EQUIPMENT. The equipment includes:—Hood and sidescreens with signalling panels, hood cover, single-panel Triplex windscreen, wiper, driving mirror, shock absorbers on all four wheels, Lucas lighting, starting and coil ignition set, combined head and side-lamps, five detachable wire wheels, five Dunlop reinforced cord tyres, spare wheel carrier (in rear locker), jack, tyre pump, and complete kit of tools.



When folded, the hood lays flat in its protecting cover. The side-screens are housed behind the seat squab. There is more than the usual amount of body space, and all controls come readily to hand.

Specification and/or price subject to revision without notice.

THE HONG KONG HOTEL GARAGE.

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25, Queen's Road Central Tel. 24759.

Stubbs Road. Tel. 27778.

MERCANTILE FEES REVISED.

DISCHARGE & ENGAGEMENT OF CREWS.

LOW DOLLAR EFFECTS.

The unprecedented fall in the sterling exchange value of the dollar and the necessity for revising and adjusting the sources of revenue to meet current needs has brought under review the Table under the Merchant Shipping Ordinance for the engagement and discharged of crews. The result is that the following revised table has been approved by the Government:

Engagement and discharge of seamen at the Mercantile Marine Office.

Fee for engagement or discharge of a mate, purser, engineer, surgeon, carpenter, steward or wireless telegraph operator, $1.00.

Fee for engagment or discharge of every other seaman, $0.75.

Engagement and discharge of Seamen on board ship.

Fee, where not more than 40 seamen are engaged or discharged, for each seaman, $0.75.

Mimimum fee in such case, $15.00.

Fee, where more than 40 and not more than 100 seamen are engaged or discharged for each visit, $30.00.

Fee, where more than 100 and not more than 150 seamen are engaged or discharged, for each visit, $30.00.

Fee, where more than 100 and not more than 150 seamen are engaged or discarged, for each visit, $37.50.

Fee were more than 150 seamen are engaged or discharged, for the first 150, $37.50.

For every additional 50 or less, $7.50.

Where seamen are re-engaged on board the ship at the time of discharge the fee payable shall be the discharge fee plus half the engagement fee. In all the above cases the actual travelling expenses of the Officers of the Mercantile Marine Office, between that Office and the ship, shall be charged in addition.

Overtime fees where seamen are engaged or discharged.

On Sundays or other General or Public holidays:—Before 6 a.m., and after 8 p.m., $20 per hour; at other times $10 per hour.

On Saturdays:—From 8 a.m. to 9 a.m. $5 per hour; from 6 a.m. to 8 a.m., and from 1 p.m. to 8 p.m., $10 per hour; before 6 a.m., and after 8 p.m., $20 per hour.

On other Days:—From 8 a.m. to 9 a.m. and from 5 p.m. to 6 p.m., $5 per hour; from 6 a.m. to 8 a.m., and from 6 p.m. to 8 p.m. $10 per hour; before 6 a.m., and after 8 p.m., $20 per hour.

On all the above occasions any portion of an hour shall count as one hour.

The Former Scale.

The former Table was as follows:

Fees to be charged at Mercantile Marine Office.

Engagement or discharge of crews.—In ships under 100 tons, $5.00; 100 to 400 tons $10.00; 400 to 700 tons, $15.00; 700 to 1,000 tons, $20.00; and so on for ships of larger tonnage adding for every 300 tons or part of 300 tons, 5 dollars.

Engagement or discharge of seamen.—Separately 80 cents each.

Overtime fee, when engagement or discharge takes place on board ships.

Overtime fee, when engagement or discharged takes place on board ships.

From 8 a.m. to 9 a.m., and 5 p.m. to 6 p.m., $5 per hour

From 6 am. to 8 a.m. and 6 p.m. to 8 p.m., $10 per hour.

Before 6 a.m., and after 8 p.m., $20 per hour.

Any portion of an hour shall count as one hour.

Wireless Operators Included.

The changes now approved are contained in the draft of an amending Ordinance, Section 3 of which includes wireless telegraph operators in Table J so as to bring it into line with the new Table I. Such persons were not contemplated at the time of the passing of Ordinance No. 10 of 1899. Table J is also revised by the substitution of the word "seamen" for the word "crew" as being a word the precise meaning of which is ascertainable from the provisions of the principal Ordinance, under section 2 of which "seaman" includes every person (except masters, pilots, and apprentices duly indentured and registered) employed or engaged in any capacity on board any ship.

Italian immigrants, to whom the Australian authorities refused permission to land, sailed from Sydney on their homeward voyage after making an attempt to escape.

VOLUNTEER CORPS.

ORDERS FOR THE COMING WEEK.

Hongkong Volunteer Defence Corps orders by Lieut-Colonel L. G. Bird, D.S.O., O.B.E., state:

Parades.

Corps Band.—There will be a band Practice at Headquarters on Monday, the 26th. instant. There will be a special parade for marching practice on Wednesday, the 28th instant. Dress:—Uniform, black boots, trousers, tunic, cross belts, pouches and forage caps. Fall in at Headquarters at 5.30 p.m., sharp.

Battery.—There will be a parade on Thursday, January 29th. at 5.30 p.m. at Headquarters. Every member is expected to attend in order to receive camp pay.

Engineer Company.—Monday, 26th. January Miniature Range shoot at 5.30 p.m.

Corps Signals.—Parades will be held at Corps Headqarters at 5.30 p.m. on Tuesday, 27th. January and Friday, 30th January.

Machine Gun Troop.—Parade at Headquarters at 5.30 p.m. on Thursday, 29th. January for Machine Gun Instruction.

Armoured Car Company.—Car Section: Field Day on 25th. January, Parade at Star Ferry Kowoon, at 8.30 a.m., sharp. Dress:—Tunic, Breeches, Putties, Belts, Waterbottles, Haversacks, Beret Caps, Overcoats and Revolvers which can be drawn from Corps Store. No Parade on 26th. January. Motor Cycle Section:—A talk on "Map Reading and Field Messages" will be given by the Adjutant 5.45 p.m. in Lecture Room on Monday next, 26th. instant.

Machine Gun Company.—The Company will parade in Mufti at 5.30 p.m. at Headquarters on Tuesday, 27th. January with Rifle, Belt and Side-arm for Squad Drill with arms. This is the first practice for the G. O. C's inspection, and as many as possible are expected to attend. Second Lieut: J. F. Wright having returned to the Colony resumes command of No. 3 Platoon. A Company Rifle meeting wil be held at Peak Range on Sunday, 15th. February at 9.20 a.m.

Scottish Company.—Parades Thursday, 29th. January, 1931 for Machine Gun Instruction. No. 7 Platoon at Headquarters 3.30 p.m. under Captain H. R. Forsyth. No. 6 Platoon at Kowloon Dock under Lieut: A. Duncan, M.B.E.

Portuguese Company.—Field Day: The attention of all ranks is called to para: 7 of Corps Orders No. 51/30 dated 19.12.30. The Company Commander is expecting the whole Company to turn out for this practical and interesting scheme. Parades: No. 9, 10, 11 and 12 Platoons will parade at Headquarters for training under Platoon arrangements. No. 12A Platoon will parade at the Miniature Range for Musketry.

Tactical Exercise.

A criticism of the Corps Tactical Exercise will be given by a Staff Officer, China Command, in the Drill Hall at 6 p.m. on Tuesday next, 27th. instant. This will be followed by a discussion on any points which arise. As many Officers and N.C.O.'s as possible and others interested are requested to attend.

Tactical Exercise: Corps Field Day.

Arrangements have been made for rail accommodation on the 9.05 a.m. train on Sunday, 25th instant from Kowloon to Fanling and fof the return journey by the 2.46 train from Fanling on the same day. Dress:—As for Camp.

Appointments and Promotions.

His Excellency the Governor has been pleased to appoint Mr. Leslie Ross to be Lieutenant in the Hongkong Volunteer Defence Corps, with effect from the 13th January. No. 1441 Pte. B. L. Stock, No. 1 Platoon is promoted to Lance Corporal with effect from to-day's date.

Transfer.

No. 80 R.Q.M.S. Green, H., No. 1 Platoon, Machine Gun Company is transferred to Battalion Headquarters with effect from 16.1.31.

Struck Off The Strength.

Leaving the Colony.—No. 1564 Gnr. J. Lamon, Battery, as from 16th February, 1931.

Strength.

The following have been taken on Corps Strength:—1668 Pte. R. C. Butler, A. Car Co.; 1669 Pte. C. Champelovier, No. 3 Ptn.; 1670 Pte. H. F. Green, No. 3 Ptn.; 1671 Pte. R. S. Meadows, No. 3 Ptn.

Leave.

No. 1420 L/Sgt. G. E. R. Devitt, No. 1 Platoon, from 8.1.31 to 21.1.31. No. 1516 Pte. J. E. Henry, No. 4 Platoon, from 15.1.31. to 28.1.31. No. 1565 Pte. A. G. Clarke, Armoured Car Company, Car Section, from 8.2.31. to 7.2.32.

Notice.

Sergeants Mess Committee.—A meeting of the above committee will be held at Headquarters on Wednesday, January 28., 1931 at six p.m.

(Sgd.) W. H. G. GOATER, Captain,
Adjutant, H.K.V.D.C.

EXCHANGE RATES.

	Previous Day.	Yesterday.
Paris	123.88½	123.86½
Geneva	25.09½	25.08¾
Berlin	20.42	20.42½
Oslo	18.16½	18.16½
Helsingfors	192⅞	192⅞
Athens	375	375
Buenos Aires	34¼	34.3/16
Shanghai	1/3⅜	1/3⅜
New York	4.85⅝	4.85.15/32
Amsterdam	12.06¾	12.06¾
Stockholm	18.13½	18.13½
Vienna	34.52½	34.52½
Madrid	46.45	46.75
Bucharest	817	817
Montevideo	32¾	32½
Hongkong	11⅝	11⅝
Brussels	42.82½	42.82½
Milan	92.72½	92.72½
Copenhagen	18.16½	18.16
Lisbon	108.25	108.25
Prague	164	164
Rio	4.7/16	4¼
Yokohama	2/0|15/32	2/0.15/32
Bombay	1/5¾	1/5¾
Silver (spot)	13.15/16	13.15/32
" (forward)	13.7/16	13½

—British Wireless.

NO CURE FOR INDIA NATIONALISM.

PUBLIC OPINION A BETTER SOLVENT.

"SOONER OR LATER."

Addressing the annual dinner of the European Association at Calcutta, Lord Irwin, the Viceroy, made the following statement:

It so happened that my five years of office coincided with what must in any circumstances have been a period of intense politjcal activity, and no one knows better than I how great has been the help that during that time I, as head of the Government, have received from the European community. Especially has that been the case during the last difficult year.

From one quarter, general criticism that we hear is, of course, that there would have been no trouble, or that the trouble would have immediately disappeared, if only the country had what was called a "strong Government."

I notice those on whose lips this phrase generally lies are often more unanimous in denunciation of the Government than in describing in exact terms the matters in which executive action falls short of their ideal—and I find a difficulty in ascertaining clearly what it really is they have in mind.

I am entitled to ask men and women of sober judgment why those who compose the local governments and the Government of India, and who together represent a good deal of varied Indian experience, must be supposed to have forfeited, because they hold official positions, whatever may have been their natural endowment of common sense and why they, applying their minds day in and day out to the problem how best to combat the threat of civil disobedience, are more certainly all wrong than their critics, who have not the same facilities for information, and therefore have not the same opportunity of forming conclusions.

"Off With His Head."

The truth, I fancy, is that such critics are firm believers in what I call the practicability of short cuts. In "Alice in Wonderland," as you remember, the Queen had only one way of settling all difficulties, great and small. "Off with his head," she would say, without even looking round, and that policy, translated into terms of real life, will always offer powerful attractions when men are impressed with a disturbance that is caused by particular agitations and believe that a speedy and effective remedy lies ready to hand in the shape of vigorous executive action.

I definitely do not share the view that any Government action, however drastic, will or can be as powerful a solvent of these troubles as will be the gradual force of public opinion, which must sooner or later awake to the fact of how mistaken is the course that the country is invited to pursue.

The conditions, for example, of prosperous and friendly commercial intercourse are always dependable far more upon public opinion than upon Government action, and however emphatically we condemn the civil disobedience movement—and nobody can feel more strongly than I the harm that it has done and is doing to the cause of India—whatever powers we find necessary to take to combat it so long as it persists, we should, I am satisfied, make a profound mistake if we under-estimate the genuine and powerful feeling of Nationalism that is to-day animating much of Indian thought. And for this no simple, complete or permanent cure has ever been or can be found in strong action by the Government.

Before this movement started I formed the definite view—which everything that happened since has only reinforced—that it would no doubt be possible to apply a far more ruthless policy of repression than anyone has yet suggested, and after a space of time, be it short or long, to create a desert and call it peace.

I do not believe any man can doubt that so far from facilitating the accomplishment of the principal purpose of Great Britain, which is to lead India to self-government and retain her as an equal contented member of the Imperial family of nations, such action, even if otherwise feasible, would on the contrary aggravate your task quite indefinitely and probably destroy any hope of bringing it to a successful issue.

The Government has a clear duty to maintain the law and resist attempts to substitute another authority for its own. But, if the Government is wise, it will remember that by the extent to which these things are only symptoms of underlying causes they call for different treatment.

The Other Extreme.

At the other extreme is a line of criticism, which denounces the Government as a repressive enemy of all true progress in national feeling. The answer to this charge against the Government policy has so often been made plain that I must ask forgiveness for re-stating it once again.

The fact that Civil disobedience claims to rest upon the harmless gospel of negation has not prevented its rapid development in a positive challenge to constituted government and a grave menace to the good order of the whole body politic. Those who have summoned from the deep this spirit of lawbreaking in support of a so-called non-violent movement do not escape responsibility when their gospel leads ill-balanced minds to resort to methods of violent terrorism, of which you have had experience in Calcutta and Bengal during the last few weeks, in such crimes as the murders of Mr. Lowman, Inspector Mukerji, and, lastly of Colonel Simpson.

It is always within the power of reckless miscreants to take the lives of their fellowmen and to inflict untold pain and sorrow upon those who held those lives dearer than their own. But action of this kind will not deter men, who know their duty, from its performance, any more than it will deflect on the one side or the other the judgment of those, with whom rests the responsibility for considering and framing the political structure of the future.

No charge of repression can be levelled against those responsible for commenting upon the Simon Report, as we did in the Reforms Despatch of the Government of India published a few weeks ago. In that Despatch, we did not attempt to under-estimate the force of the political currents influencing Indian thought, and we recorded our view that in the future relationship between Great Britain and India the time has definitely come for the relation of partnership to supersede that of subordination. That is a step that is surely of deep significance to those who reflect on the past relations between the two countries.

It is bolder than some of the critics might have thought wise and is far-reaching in its implications.

An Entrancing Picture.

I have seen it said in many quarters that the actual proposals made by the Government of India do not in fact translate this view into practical reality. That criticism, I believe, is based upon an imperfect appreciation of the manner in which such arrangements as we foreshadowed might, with the goodwill of both sides, be expected in practice to operate.

We all know how grave are the difficulties which the Indian Round Table Conference have overcome.

Agreement cannot be reached by the cold light of reason alone, and to warm and fire our imagination we need to fix our gaze steadily at the entrancing picture of an India spontaneously and gladly claiming its full share of Imperial responsibility and privileges as a co-partner in the common heritage of the British Commonwealth.

With this vision before my eyes, I desire to see India resolving her own internal difficulties and Great Britain freely extending its trust to the Indian rulers, statemen, and people, who, in return, would not less freely offer Great Britain any constitutional securities that in the early days of new arrangements might promise to strengthen that trust and place it firmly on a basis of mutual respect and understanding.

Upon that basis only can constructive work satisfactorily proceed, and without it our castles will be castles in the air.

LOST MEMORY WITH £600.

WOMAN WANDERS IN EAST END.

London, Dec. 29.

A woman who had lost her memory and was found wandering in Shadwell on Saturday night with nearly £600 in a leather handbag and a brown paper parcel was identified yesterday in St. Peter's Hospital as Mrs. Anne Lines (60), of Dymock, Gloucestershire.

She is the wife of a keeper on the estate of the late Sir Arthur Anstice, and lives with her husband in a cottage in the woods.

The money in her bag and brown paper parcel consisted of £507 in £1 notes, £82 in 10s. notes, £5 in silver and 5s. in copper.

Mrs. Lines travelled by train to London on Saturday morning to attend her sister's funeral, which is to take place to-day. She was bound for the house of Mrs. Ellen Dawes, East-street, Wheathampstead, but she has friends at Leytonstone, and it is believed she was on her way to visit these before completing the journey to Hertfordshire, when her memory failed.

It was known that she was taking a considerable sum of money for the purpose of making some family arrangements.

Her loss of memory, which she had not experienced before, is thought to have been due to the worry of her sister's death, and the responsibility of carry a large sum of money.

Mrs. Lines was taken from the hospital by relatives yesterday morning. She was then stated to be progressing favourably.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Banks.
Hongkong Bank, $2040 sa.
Chartered Bank, £16¼ b.
Mercantile A. & B., £26 n.
East Asia $120 b.

Insurances.
Canton Ins., $1,300 n.
Union Ins., $600 s.
North China Ins., Tls. 160 b.
China Underwriters, $3.20 b.
Yangtsze Ins., $50 n.
China Fires, $475 b.
H. K. Fire Ins., $1300 n.

Shipping.
Douglases, $28¾ n.
H. K. Steamboats, $28 s.
Indo-Chinas, (Def.) $27 n.
Union Waterboats, $89 s.

Mining.
Benguets, $11 b.
Kailans, 30/- n.
S'hai Explorations, Tls. 1 b.
Raubs, $40 sa.

Docks, etc.
Kowloon Wharves, $172½ sa.
Whampoa Docks, $30½ b.
South China Motors $10 n.
China Providents, $5.30 b. (old).
Hongkews, Tls. 284 n.
New Engineerings, Tls. 6¾ n.
Shanghai Docks, Tls. 106 n.

Cottons.
Ewo Cottons, Tls. 14.15 b.
S'hai Cottons, Tls. 90½ (old) n.

Lands, Hotels, etc.
H. and S. Hotels, $12.85 s.
H. K. Land, $84¼ b. (old).
do. $83½ b.
S'hai Land Tls. 350 b.
Humphreys, $17.50 n.
Realties, $9.40 s.

Public Utilities.
Tramways, $17.80 b.
Peak Trams, (old) $14¼ s.
Star Ferries, $92½ sa.
China Lights, (old) $25.25 b.
H. K. Electrics, $80 b.
Telephones, $35½ n.
China Buses, Tls. 19 n.
Singapore Tractions, $7/10 n.

Industrials.
China Sugars, 80 cts. n.
Malabons, $27 n.
Cald: Macg. Ord: Tls. 10.75 n.
Canton Ices, $3.60 s.
Cements (Comb) $17 s.
Ropes, $13¾ s.
United Asbestos $5 n.

Stores, etc.
Dairy Farms, $26.10 b.
Watsons, $12.60 b.
Der A. Wings, $1 n.
Lane Crawords, $4 n.
Mackintoshs, $19 n.
Sinceres, $13¼ b.

Miscellaneous.
Amusements, $23¼ b.
Constructions, $5.20 n.
B' que Ind. G. Bonds, $67½% n.
H.K.G. Loan, 6½% Prem.

ATLANTIC SHARKS.

(Continued from Page 6.)

'There's money to burn on the ocean fleet. . . .'

Do you suppose I'd be telling you this if I'd lost £1,000? Not a word."

I talked to a shipping company official, asking him whether the evil couldn't be stopped.

He said, "We do our best by putting up notices warning passengers. Often, too, the purser or stewards speak to passengers who are in danger—and sometimes get snubbed for their pains. I have heard of a card-sharper taking down our warning notice, placing it on the card table and advising his victims to have a good look at it before the game began. Naturally, they thought he was joking. He was—grimly.

"A liner skipper I knew broke up a party with his fists, but that is unusual. So long as these fellows—and women, too—pay their fares, what can we do? The fleeced ones rarely complain officially, and proof is, anyway, extraordinarily difficult.

The Feminine Touch.

"One woman known as 'The Countess 'would smile at our officers as she walked off the ship, knowing they knew she was a crook. One posed as religious and had a guide to the turf bound as a bible.

"The sharpers have remarkable patience and tact. They may strike up an acquaintance at an inland golf course and meet later, apparently casually, on the liner. Or they may lose money to their victim on the liner and accompany him inland, and then, take all he's got. That was the favourite trick of a white-haired, urbane aristocratic-looking crook.

"They quickly find out who's on board and watch the liner sweeps for those fond of a flutter. Gangs split up, so that personnel changes constantly. Beautiful women are operating more and more. How many men can withstand a pretty women who appeals to their vanity?"

The remedy is simple—to decline card-playing with strangers, but it is too drastic a law for many men and women to obey.

Powells

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SALE

Commences on Monday.

Bargains in Socks, Golf Hose, Underwear, Sweaters, Pullovers, Dressing Gowns, Pyjamas, Hats, Caps and Tweed Hats, Ties, Silk Handkerchiefs, Scarves.

Half Price

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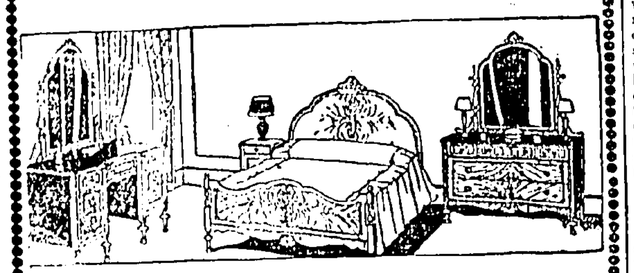

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CINEMA NOTES.

PICTURESQUE SCENES IN "CALL OF THE FLESH."

One of the most important problems in connexion with the making of motion pictures is that of getting accurate background or atmosphere for a screen story.

It was for just this reason that particular care was taken in reproducing Spanish settings for Ramon Novarro's latest picture, "Call of the Flesh," which will be shown tomorrow at the Queen's Theatre. Dorothy Farnum, scenarist, spent six months abroad last year, gathering atmospheric material for her script and purchasing various props many of which could be found only in provincial Spanish villages.

According to Miss Farnum, one of the hardest research problems which she encountered was that of locating a Spanish police-patrol of about eighty years ago. When it was finally located, it proved to be a small one-horse wagon with a simple iron cage on top of it. The patrol was needed for a scene in which the police raid the Seville marketplace. Inasmuch as the original antique was discovered in a museum, Miss Farnum had to make exact measurements, sketch the vehicle from various angles and then write a complete description of it so that it could be reproduced by studio artisans.

One thing required no reproduction whatsoever, Miss Farnum explained, namely an outdoor scene in which director Charles Brabin wished to show typically Spanish flowers. This was simple, for California and Spain have a certain wild flower in common—daisies. Wild daisies brought from the San Jacquin valley were planted on location when it was learned that this same flower grows wild about the suburbs of Seville where the story is laid.

"Atlantic" in the Making.

The big scenes for E. A. Dupont's "Atlantic", which is showing at the Queen's Theatre, were "shot" at Tilbury Docks, the P. & O. liner, s.s. Comorin, being placed at the disposal of British International Pictures, Ltd. The scenes in progress in the small hours one morning, comprised "shots" of frantic women being crammed into life-boats, their menfolk being held back by sailors, and an extraordinarily dramatic one of a fight between two niggers for possession of the last boat. In the progress of the first-named item, it is proved that even the trying work of a director does not necessarily make a man a cynic, for when he wanted to get the correct expression of mental agony on to the faces of the women, he begged them to try and realise that they were leaving their husbands, behind perhaps for ever. One fancied signs of a diametrically opposed reaction on some of the faces concerned, but as they were not actually leaving their own husbands this might have been a mistake.

The panic and the rushes were very well done, two local doctors being in attendance throughout in order to deal with casualties. Madeleine Carroll, who threw herself whole heartedly into her role, received a nasty kick on the shin, and one lady extra got her face trodden on. Several also called for first aid. Robina Maughan, too, had a very narrow escape, one of the guide-ropes for lowering the boat in which she was being saved having coiled itself tightly round her ankle. Unable to stoop down to free herself in the crush, she was suspended by one foot in mid-air, and narrowly escaped, not only the probability of immersion in the dock, but also of a very nasty crash. She kept her head, however, and contrived to hang on. The result appealed strongly to Dupont, and he persuaded her to repeat this episode, this time of malice aforethought, in order that a close-up might be interpolated.

The fight between the niggers was most realistic, the two darkies being erstwhile pearl-fishers. Their fight terminated in their being pistoled by the Captain of the liner, the bodies hereupon hurtling into the sea. Some idea of the magnitude of the operations at Tilbury may be derived from the fact that the caterer in charge of sustaining the company disposed of an average of 2,500 cigarettes every night, in addition to three nightly sessions of coffee and sandwiches for some 700 people. Thirty electricians were sent down from Elstree, the equipment utilised being the entire capacity of one of Elstree's largest studios, including over five miles of cable. The boat's amperage of 4,000 was united to the generating power of six lorries, making a total of 7,500 amperes. Engine-cooling called for some 35 tons of water, the outpouring of which also served for the swamping of the life-boats. Twelve barges and a tug were furnished for the accommodation of lights, and when it is realised that the work of erecting and dismantling had to be effected at the commencement and the finish of each night's work (to say nothing of their normal work at the studio during the day), it will be evident that the life of an Elstree electrician is not one of ease, at any rate, when Dupont and Rosher get busy.

"Mamba" at the Central.

A quality distinctly third dimensional is very apparent in the Tiffany production, "Mamba," current at the Central Theatre. This entire picture is in Technicolour, but it has none of the faults that colour pictures frequently have, and this is due to the careful arrangement of colours and scenes.

In colour photography, a foreground that does not complement its background lacks a definition. It becomes blurred and flat. But when both are arranged with the care that a portrait painter gives to the arranging of his subject the result is a picture with depth and roundness. This is what "Mamba" has and this is what makes it one of the very finest colour pictures yet produced.

The film is spectacular, but it has not sacrificed the drama in order to startle the eye. Soldiers and savages swarm across the screen—there are native dances, burning villages and battles—but they are all part of the triangle drama that weaves about the interesting characters portrayed by Jean Hersholt, Eleanor Boardman and Ralph Forbes. Jungle, plantation, garrison, river and village make a background that is always picturesque.

SIX BOY SOPRANOS.

The six boy sopranos of the Westminster Glee Singers, whose season opens at the Theatre Royal on Monday.

AUSTRALIAN WAGES.

FEDERAL AWARD CUT PROSPECTS.

Sydney, Jan. 23.

Economists and business men are of opinion that the ten per cent reduction in Federal awards will stimulate trade, lower the cost of living, and increase employment within a month.

Meanwhile, the Australian Workers' Union, the most powerful in the Commonwealth, is treating the suggestion of a general strike contemptuously.

It is reported from Canberra that the Federal basic wage has been reduced by three shillings at Sydney, four shillings at Brisbane, five shillings at Hobart, and five shillings and sixpence at Adelaide and Melbourne.—*Reuter.*

SHANGHAI BOXING.

CRICHTON DEFEATS MORRIS ON POINTS.

Jock Crichton, holder of the R. M. Dyer Belt, successfully defended his title as the welterweight champion of China at Shanghai by winning a 15-round decision from Signalman Morris, Navy and Marine champion, in a beautiful boxing exhibition staged before a capacity crowd, says the *China Press.*

The champion retained his belt by piling up an early lead, gaining the decision in spite of the challenger's strong comeback in the closing stanzas. A characteristic Shanghai crowd was treated to a masterful exhibition of leather pushing in the main event of the evening following up a series of slugging matches between the prelim and semi-final boys.

While it was quite evident that Crichton's early lead could not have been offset by the sailor's rally towards the end of the scrap, the announcement of the decision was received by a long round of boos. Morris started coming to life in the twelfth round in such a manner that spectators began wondering why he waited so long to start his fireworks. His performance in the last four rounds was on even terms with the champion's, if not better.

FANLING HUNT.

SHUM CHUN VALE VISITED.

Hounds met at 3.15 on Wednesday at the Hunters Arms and moved off immediately after. A long hack down the police patrol path followed and it was not till 4 o'clock that the Huntsman drew near the Shum Chun river.

Hounds went away down to river bank and, crossing the stream twice, swung up into the grass foothills, where they killed a mile from the draw.

The Huntsman moved off for the second run with a much depleted field, to hunt country which has not been touched yet this season. A fast run of two miles followed over some excellent grass country. A check in the hills enabled the field to remain with hounds and see the finish of the run near Taku-Ling. Hounds were then taken home to kennels.

A large field for Wednesday was out including Mr. Stanton and Mr. Heard. Some were unlucky to miss the second run owing to engagements in Hongkong.

MAJESTIC THEATRE

Nathan Road, Kowloon.

TO-DAY ONLY
at 2.30, 5.20, 7.20
& 9.20 p.m.

Bert Wheeler
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THE "CUCKOOS"

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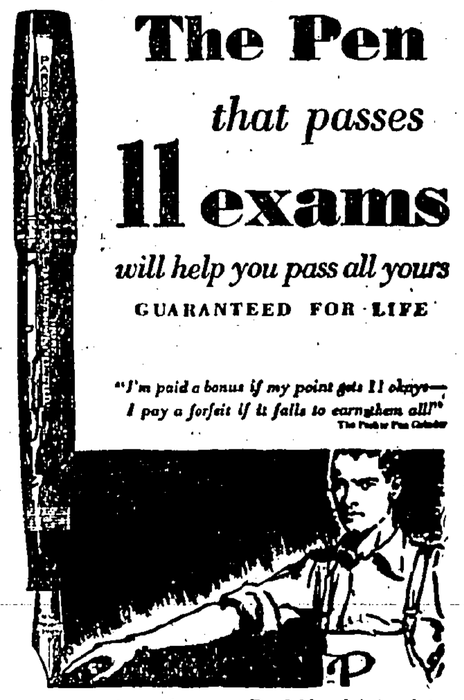

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For full particulars about delivery charges, please apply to the Company's Office, China Building, 2nd floor.
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POLICE CHARGED WITH SHOPBREAKING.

TWO CONSTABLES REMANDED.

Two Stoke Newington constables were in the dock at North London police court recently charged with shopbreaking.

They were Samuel Futter (27), Gordon-road, and Richard Thomas (25), High-street, Stroke Newington. They were alleged to have broken into a shop in Heatherland-road and stolen eight cases of cutlery, two pairs of opera glasses, two bottles of scent, three brushes and other articles, together valued at £100, the property of Meyer Baccal.

Detective-Inspector Farquhar said he saw the prisoners at the police station on Christmas Day and charged them.

Futter said: "I was madly intoxicated at the time." Thomas said: "I didn't know that this stuff had been taken by him" (referring to the other constable). Both men were remanded and were granted bail subject to satisfactory sureties.

The police asked for a substantial surety in the case of Futter. He was stated to be an acting-sergeant at the time, Thomas being under his orders. Thomas was said to be a young policeman of good character, living in the section house. His home is at Cardiff.

LAST WISH OF A GOOD SAMARITAN.

BODY FOR MEDICAL SCHOOL.

Noted in life for her charitable acts and benevolence, Mrs. Bertha Sherlock, of the Old Saw Mill, Sanderstead Village, Surrey, is to do further good to humanity even after death.

At her own wish her body is to be handed over to St. Thomas's Hospital for anatomical study.

Mrs. Sherlock was killed near her home in the fog by a coach which ran into her and her two little boys.

"Mrs. Sherlock's one aim in life was to bring happiness to others," said a friend and neighbour. "Her good works were known all over the village."

In accordance with what her relatives know would have been her wish they have asked friends to send no flowers, but instead to make contributions to the Infants' Hospital, Vincent-square, S. W., in which she took a deep interest.

ARRESTS DUE TO A CAT.

SAFE RIPPED OPEN.

A man's kindly thought for his cat led to the arrest of two alleged shop-breakers at Kentish Town.

The story was told at Marylebone when James Saunders (28), costermonger, and Harold Munro (25), painter, were charged with breaking into a shop at Queen's-crescent.

James Smith, the manager of the shop, said that on Boxing Day he remembered the cat and went to feed it. As he entered he saw the place was in disorder, so he locked the door and went for the police.

On returning they heard noises overhead and a constable went up to investigate. Witness locked the door and went to a side turning, where he saw Saunders climbing over a wall. Saunders was tackled by a constable, but got away, and witness then seized him. At that moment Munro climbed over the wall and was also arrested.

Examination showed that the safe had been ripped open and a dozen bottles of whisky were packed up ready for removal. The thieves had made a meal of cocoa and biscuits.

The two men were sent for trial.

CHINESE NEW YEAR ANNOUNCEMENTS

PENINSULA HOTEL

Tuesday, 17th February, 1931. Chinese New Year's Day Carnival
Dinner Dance—(8.30 p.m. to midnight)
Dinner $6.00 per person.
After Dinner Dance $2.00 per person.

HONGKONG HOTEL

Monday, 16th February, 1931. Chinese New Year's Eve Carnival
Dinner Dance (8 p.m. to 1 a.m.)

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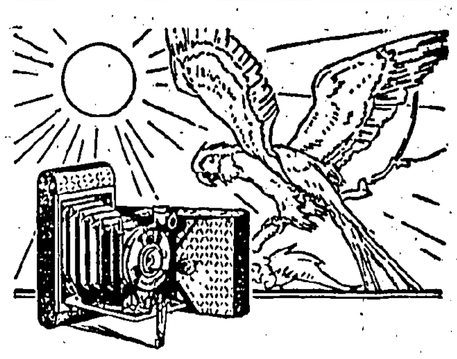

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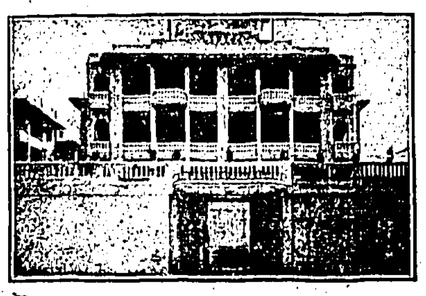

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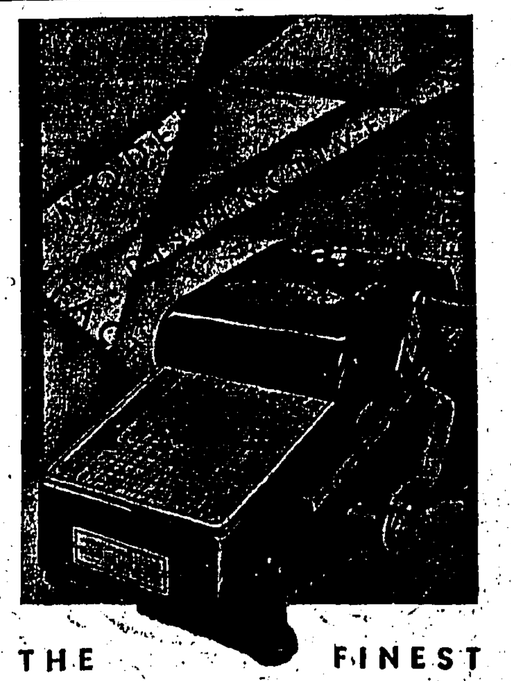

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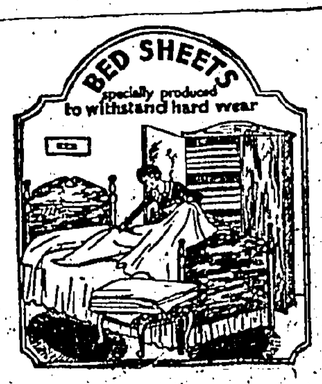

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Murder At Bridge

by ANNE AUSTIN author of "THE BLACK PIGEON" "THE AVENGING DIGBOOT" and "MURDER BACKSTAIRS"

BEGIN HERE TO-DAY.

Juanita Selim is murdered at bridge. Bonnie Dundee, detective, orders the replaying of the "death hand." Penny Crain, Karen Marshall and Carolyn Drake play the hand, Nita having been "dummy."

Judge Marshall and John Drake, entering separately, saw no one outside. Dexter Sprague, coming from the bus, entered the dining room with Janet Raymond, who was on the front porch. Janet accuses Lois, the maid, of the crime because Lois Dunlap, in the dining room with Tracey Miles, had to ring twice for her, but Lydian says she was asleep from the effects of an anesthetic, that she did not go into Nita's room, and that she saw no one. Sprague says he knew Nita in New York, and that she suggested he get the contract for a Hamilton movie, planned by the Chamber of Commerce.

Dundee, remembering that the Altamont Studios where Sprague worked were making crook pictures and that Sprague had a chance to steal a gun with a silencer, tells the group that such a gun was used. To his surprise, he learns that Marshall had such a gun, that the whole group, except Penny and Sprague, used it in target practice, and that Nita herself put it away the last time it was used.

CHAPTER XVII

At Judge Marshall's suddenly blurted-out recollection: *"It was Nita herself who put the gun away!"* there was a collective gasp of relief. Eyes could meet eyes—now. But it was Flora Miles who voiced the thought or hope that seemed apparent on every face.

"That's why I didn't hear anyone talking when I was in the closet!" she cried, her voice almost hysterical in its vehemence. "There wasn't anybody but Nita in the room! She committed suicide! She stole poor Hugo's gun and the silencer and committed suicide!"

"At a distance of from 10 to 15 feet?" Dundee asked with ill-concealed sarcasm. "And when she was powdering her face? And just after entering the room, blithely singing a Broadway hit?"

"Maybe the lady is right, boy," Captain Strawn interposed mildly. "I've heard of people rigging up contrivances—"

"And of causing the gun and the silencer to disappear by magic?" Dundee demanded. "No, folks, I'm afraid the suicide theory is no good. . . . Now, Judge Marshall," and he turned again to the creator of the biggest sensation since the investigation into Nita Selim's death had got under way, "you say that Mrs. Selim herself put the gun away. Will you explain the circumstances?"

The elderly man's face had gone yellowish again. "Certainly! Nita Selim and I were the last to leave the back garden. She was—was particularly poor at the sport—never made a bull's-eye during the four or five Sunday mornings after Lois—Mrs. Dunlap—drew her into our set. She begged for a few more shots, and I stayed with her, after the others had gone into the house for—er—refreshment.

"She fired the last bullet in the chamber, and together we walked to the house, entering the little room at the rear where all sorts of sports equipment is kept—fishing rods and tackle, golf clubs, bows and arrows, skis, etc. She was carrying the gun, unscrewing the silencer as we walked. It is my habit to keep the pistol and the silencer in a drawer in a little corner cupboard—"

* * *

"Locked up?" Dundee asked sharply.

"Usually locked, but not always, I am afraid," Judge Marshall answered reluctantly.

"And you saw Mrs. Selim place the gun and the silencer in the drawer?"

"I—thought I did, but I was really not watching closely. As a matter of fact, I stopped to look over a fishing rod, with a view to trying it out the first good fishing weather—"

"Was Mrs. Selim wearing a coat or cloak?" Dundee cut in impatiently.

"Why, I don't know—"

"Yes, she was, Hugo!" Karen cried out eagearly. "It was quite chilly last Sunday morning. Remember? We all had on coats or sweaters. Nita had a dark-green leather jacket with big pockets—"

"And she left in a great hurry, without even waiting for a drink," Flora Miles contributed triumphantly. "I tell you, she took them away in her pockets."

"Your guess may be correct, Mrs. Miles," Dundee agreed, "but I think we had better not come to any definite conclusion until we know that Judge Marshall's automatic and silencer are really missing. . . . Is there anyone at your house now, Judge, whom you can ask to look for it?"

"Certainly. The butler. . . . Shall I telephone him?"

Accompanied by Captain Strawn, the ex-judge went to the telephone in the little foyer to the WH in the little foyer between Nita Selim's bedroom and the main hall. And within five minutes he was back, nodding his head gravely.

"Hinson tells me that the Colt's and the silencer are both missing, sir. . . . May I express my profound regret that my possession of—"

"Some other time, Judge Marshall!" Dundee interrupted curtly, and hurried from the room, followed by Strawn, who nodded to Sergeant Turner, still lounging wearily in a far corner of the living room, to stand guard vigilantly.

"Well, Bonnie, here's the devil to pay," Strawn gloomed, but Dundee made for the telephone without answering.

He called a number, then curtly demanded: "Dr. Price, please?. . . Yes, I know he's busy on an autopsy. Just tell him that Dundee of the district attorney's office wants to speak to him."

There was a long pause, then: "Hello, Dr. Price! . . . Dundee. . . . What are the caliber and type of bullet that killed Nita Selim. . . . Thanks much, doctor. . . . Anything new? . . . Fine! Thanks again!"

He hung up the receiver and faced Strawn. "Bullet from a Colt's .32," he said grimly. "I suggest you send one of your men around to the Marshall home to pick up one of the bullets that was shot in their damned target practice. If you send the two bullets tonight, registered mail, to Wright, the ballistics expert in Chicago, he can probably wire you tomorrow morning as to whether the same gun was used to fire both."

"Sure, Bonnie," Strawn agreed lugubriously. "I was going to do just that. . . . Say, this town is getting to be worse than Chicago!"

When he re-entered the living room Dundee began upon the judge again, regardless of the fact that the elderly husband was murmuring consolatory endearments to his young wife.

"Judge Marshall, how many keys are there to the cupboard drawer in which your gun and silence were kept?"

"Just one. I have it with me," the old man answered wearily.

"Then when Hinson, your butler, looked for them, he found the drawer unlocked?"

"He did. I confess to an almost criminal negligence—"

"Then so far as you know, the gun and silencer could have been removed at any time by any guest of yours between noon last Sunday and—today?" Dundee went on relentlessly.

"I—suppose so. But these people have been my close friends for years," the judge answered. "Not one of them, sir—"

"After Mrs. Selim's departure last Sunday, did your other guests remain for any length of time?"

"For any hour or more, I think. Lois and Peter Dunlap remained for our two o'clock Sunday dinner, but the others drifted away to various engagements."

Did any of you return to the room where the gun was kept?"

"I can speak only for myself and Pete—Mr. Dunlap," Judge Marshall answered, flushing with indignation. "The two of us went down just before dinner was served. I wanted to show him some new flies for trout fishing."

"Your home is a popular rendezvous for your intimates, is it not, Judge Marshall?"

"I pride myself that it is, sir!"

"And guests run in and out, having the freedom of the place?"

"Certainly, sir! . . . And since I am not so stupid as you may imagine, I can tell you now that I understand the drift of your questions, and can forestall them: Yes, all of these people—*my friends!*—have had opportunity to take the gun and the silencer from the cupboard since it was placed there last Sunday, if it was placed there by Mrs. Selim. But may I remind you, sir, that opportunity alone is not sufficient; that motive—"

"Since Mrs. Selim is dead, murdered by the weapon which was stolen, we can assume, Judge Marshall, that someone had motive," Dundee reminded him implacably, for in his mind there was no doubt that the ballistics expert would bear him out.

* * *

There was a heavy, throbbing silence. The group that, with the exception of Dexter Sprague, had been so united, so cemented with long-sustained friendship, again dissolved visibly before Dundee's eyes into 11 individuals, each shrinking into himself; mentally drawing away from any possible contamination with a murderer. . . .

"You have said, Judge Marshall," Dundee went on at last, "that Miss Crain and Mr. Sprague were not at your home for target practice Sunday. Has either of them been in your home during this past week?"

"Penny—Miss Crain—spent an evening with my wife when I was—er—away from home on business. That was last Tuesday, I believe—"

"Yes, it was Tuesday, Hugo," Penny Crain interrupted firmly. "And Karen can vouch for the fact that I did not go into the gun room."

"Don't be silly, Penny!" Carolyn Drake scolded, as if she had long been bursting to speak. "Giving an alibi! As if any of us who were playing bridge while that woman was being shot needs any alibi! . . . . But I'll tell you what I think, Mr. Detective! I think Nita herself stole the gun and the silencer, to kill Dexter Sprague with, and that he stole it from her and murdered her! Nobody else has the slightest scrap of a motive, and that note he wrote her ought to be enough to hang him on!"

Dexter Sprague had struggled to his feet during the woman's hysterical attack, his face like chalk, his eyes blazing. But Dundee waved him aside premptorily.

"One more question, Judge Marshall," he said suavely, as if he had not heard a word that Carolyn Drake had said. "You knew Mrs. Selim before her arrival in Hamilton with Mrs. Dunlap, I believe. . . . Just when and where did you meet her?"

(To Be Continued).

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PIRATES SENTENCED TO DEATH.

SEQUEL TO CAPTURES IN BIAS BAY.

Canton, Jan. 23.

The Bias Bay pirates who it is alleged were responsible for the recent piracy on the s.s. Hsin Ming will be shot, according to information obtained from the Naval Headquarters in Canton. It is understood that immediately after the capture of these pirates they were taken to Canton by Mr. Tsoi Tang-fan, commanding the Naval force in Bias Bay, together with the passengers who were recaptured from the pirates' hands. The pirates were court-martialed, and it is reported they were found guilty and death sentences passed on them.

Mr. Tsoi Tang-fan is returning to Bias Bay to resume charge of the naval defence there.

Mr. Chan Ting, chief of staff of the Canton Naval Force, has wired to Canton reporting on the situation on Hainan Island. It is stated that the naval force is now busy in suppressing the Reds.—*A Correspondent.*

The five pirates in connexion with the s.s. Hsin Ming piracy, who were captured last week by the marines and were subsequently escorted to the Canton Naval Headquarters, were under cross-examination on Thursday, says the *Canton Gazette*. It is expected that further examination will lead to the arrest of some more of the pirates who looted the Hsin Ming.

A TAX COMPLAINT IN CANTON.

BUS CO. OWNERS WANT INCREASED FARES.

Canton, Jan. 23.

Hard hit by high sterling exchange and the corresponding increase in prices of motor accessories and petrol, the Canton Motor Bus Companies' Association has appealed to the Municipal Government for the curtailment of the daily tax of $1.50 on each bus and to increase the fares charged to passengers by 50 per cent. The decision was reached at an extraordinary meeting held early this week among the bus companies and on Wednesday a delegation of 12 interviewed the Mayor of Canton.

Because of the adverse factors, each bus running in Canton City suffers a daily loss of $20, according to the delegates. In Canton there is no second class on the buses and a uniform charge is made of 16 cents for one ride, 16 cents being equivalent to a 10 cent piece in Hongkong.

The delegates also commented on the exorbitant tax of $1.50 a day on each bus, and compared it with the licence fee charged by the Hongkong Government. They demanded an increase in the fares in accordance with the mileage system which is being used in Hongkong.

The Canton Finance Commissioner, Mr. Fan Ki-mo, arrived in the Colony from Canton on Thursday evening on his way to Nanking to appeal to the National Government to reform the financial administration and distribution of taxes, after the abolition of likin in Kwangtung.

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Hongkong, 7th May, 1930.

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	Kwongsang	Wed. 4th Feb at	7 a.m.
TO SINGAPORE PENANG & CALCUTTA	Kutsang	Mon. 2nd Feb at	3 p.m.
	Yuensang	Satur. 14th Feb at	3 p.m.
	Namsang	Fri. 27th Feb at	3 p.m.
TO OSAKA via AMOY, SHANGHAI, MOJI & KOBE	Yuensang	Tues. 27th Jan at	7 a.m.
	Suisang	Wed. 18th Feb at	7 a.m.
TO OSAKA via AMOY & KOBE	Namsang	Satur. 7th Feb at	7 a.m.
TO SANDAKAN	Yusang	Sun. 1st Feb at	noon.
	Mausang	Fri. 13th Feb at	noon.
TO TIENTSIN via SWATOW & POCHOW	Choongshing	Sun. 25th Jan at	7 a.m.
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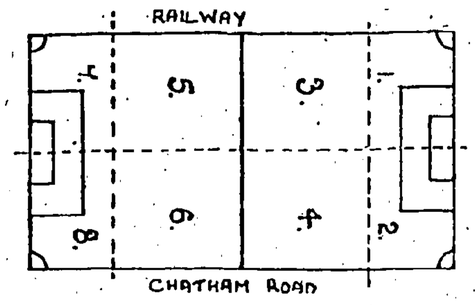

There will be a broadcast description of the football match, Kowloon v. Police, which is being played on the Chatham Road ground this afternoon. The above lay-out of the ground will assist listeners to follow the commentary.

TENNIS TOURNEY.

SINGLES AND DOUBLES DRAW.

With seventy-nine players in conflict it is not surprising to find the draw in the singles tennis championship of the Colony one of particular interest—an interest which promises to be sustained throughout the tournament.

It is equally pleasing to find the most likely contenders well separated in the earlier rounds, though this deprives no interest from the opening stages, as there are several attractive pairings in all divisions.

In addition to our well tried "veterans," there appears in this year's tournament, a large number of new names, amongst whom may well be hidden the popular "dark horse." Be that as it may, it is distinctly encouraging to find new blood amongst the aspirants for competitive honours, and it is the surest indication of the game's progress in Hongkong.

The full draw is appended.

1st Quarter.

The draw is as follows:—

C. A. L. Rumjahn (bye) v. D. B. Evans (bye).
Firdos Khan (bye) v. Siow Kim Sang (bye).
E. T. E. Nash (bye) v. Capt. W. M. Morgan (bye).
Tsin Pai Pui (bye) v. Lt.-Col. J. C. Lecky (bye).
L. Goldman (bye) v. S. E. Green (bye).
L. T. Ride (bye) v. G. Lai (bye).
A. D. Humphreys (bye) v. F. H. Kwok (bye).
J. M. Morhana (bye) v. H. N. Chau (bye).

2nd Quarter.

S. A. Rumjahn (bye) v. Iu Tak Cheuk (bye).
Feroz Ali (bye) v. W. N. Petch (bye).
A. H. Rumjahn (bye) v. D. W. Deane (bye).
Horace Lo (bye) v. D. S. Green (bye).
P. Kong v. G. W. Lee.
F. A. Redmond v. J. W. Leonard.
T. Akiyama v. Ng Sze Kwong.
A. O. Johnson v. S. W. Liang.
G. W. A. Tufton v. D. J. Valentine.
Capt. E. C. Etherington v. R. R. Todd.
Wong Fuk Nam v. C. E. Holmes.
C. S. Pile v. W. T. Lee.

3rd. Quarter.

T. Honda v. E. F. Fincher.
J. A. E. Cassumbhoy v. H. D. Rumjahn.
Iu Tak Lum v. H. S. Lee.
W. C. Hung v. F. Grose.
Ho Ka Lau v. W. F. Edge.
H. Y. Ho v. K. Yoshikawa.
Yew Man Kit v. Lee Wai Tsoi.
Lee Woon Tsoi v. Ng Kam Chuen.
E. C. Fincher (bye) v. R. Chon (bye).
E. Zimmern (bye) v. Surg. Com. H. Harkins (bye).
M. Kinoshita (bye) v. Luk Ding Cheung (bye).
H. Owen Hughes (bye) v. Ng Sze Cheong (bye).

4th. Quarter.

A. L. Sullivan (bye) v. D. M. MacDougall (bye).
V. V. Soonderam (bye) v. J. H. Anderson (bye).
Wong Shiu Wing (bye) v. Chan So (bye).
Luk Kang Cheong (bye) v. Chiu Chun Chiu (bye).
M. W. Lo (bye) v. I. M. A. Razack (bye).
C. E. Hanwell (bye) v. Ho Wai Hing (bye).
W. J. Howard (bye) v. E. Railton (bye).
M. K. Lo (bye) v. K. Nakagato (bye).

Open Doubles.

T. Honda and T. Akiyama (bye) v. Wong Fuk-nam and Tsoi Kam-sang (bye), E. Railton and G. C. Burnett (bye) v. F. A. Redmond and L. T. Ride (bye), A. L. Sullivan and L. Goldman (bye) v. Dr. J. H. Montgomery and L. Forster (bye), C. S. Pile and C. E. Hanwell (bye).

Y. Segalen and M. Zimmern v. Feroz Ali and Firdos Khan, E. C. and E. F. Fincher v. B. C. K. Hawkins and R. R. Todd, V. V. Soonderam and Li Hau-mo v. G. R. Sayer and A. B. Raworth, Tsui Wai-piu and Ip Kau-ko v. H. [illegible] Armstrong and O. E. C. Marton, N. Kam-chuen and Tsoi Ping-nam v. W. M. Barton and A. C. I. Bowker, S. A. and H. D. Rumjahn v. E. and F. Zimmern, G. W. A. Tufton and J. C. P. Tosh v. W. C. Hung and Chiu Chun-chiu, G. A. Noronha and L. A. da Rocha v. E. T. E. Nash and C. B. Nicholson, Ho Wai-hing and Iu Tak-lam v. Chan So and Wong Shiu-wing, M. K. and M. W. Lo v. A. J. da Silva and A. A. dos Remedios, Luk Ding-cheung and Luk Kung-cheung v. D. L. Prophet and H. R. Forsyth, A. H. Rumjahn and A. H. Madar v. C. E. Holmes and D. B. Evans, D. W. Deans, and W. N. Petch v. A. D. Humphreys and H. Owen Hughes, Ho Ka-lau and Yew Man-kit v. J. H. Anderson and E. Grimble, F. H. Kwok and H. N. Chau v. A. O. Johnson and J. D. Ainger, F. Grose and R. Chon v. R. H. Henderson and G. W. Sewell, K. Yoshikawa and M. Kinoshita v. Lee Woon-tsoi and Lee Wai-tsoi.

C. A. L. Rumjahn and J. A. E. Cassumbhoy (bye) v. J. G. Lecky and W. M. Morgan (bye), S. W. Liang and H. W. Chau (bye) v. J. W. Leonard and G. Lai (bye), P. Kong and W. T. Lee (bye) v. J. T. Ema and T. Hayaso (bye), S. E. and D. S. Green (bye), v. Horace Lo and Iu Tak-cheuk (bye).

TO-MORROW'S BIG GOLF MATCH.

ALL ARRANGEMENTS NOW COMPLETE.

Messrs. I. W. Shewan and O. E. C. Marton, both scratch players, have agreed to play against "Bobby" Cruickshank and "Wild Bill" Mehlhorn on Sunday afternoon. It is not yet known whether they will play level or whether the amateurs will be in receipt of any bisques.

The match is timed to start at 2.30 p.m.—i.e. on the arrival of the 1.18 p.m. train from Kowloon and it will probably take about three hours, so that spectators should be able to catch the 5.54 train from Sheung-shui.

The best ball of each pair counts at each hole, and a fine game should be witnessed. H. E. the Governor and party will be present and will follow at least part and possibly the whole of the match. It is hoped that a megaphone may be available to keep any who are not able to see all shots played informed as to the winners of each hole and the state of the score. Notices are posted in which spectators are being asked to keep well back from the players and to give them plenty of room; not to move when behind the ball, not to click cameras or buzz cinema cameras near the players—especially on the greens, and to keep off the greens *at all times*.

Non-members of the R.H.K.G.C. are reminded that they are temporary members of the Club after 2 p.m., and can obtain meals and refreshments in the Club houses by showing their tickets and paying cash. Ladies, and those with them, should use the Ladies' Clubhouse.

The records of the visitors have been published already. Mehlhorn's latest achievement is the breaking of the course record at Caloocan. Earlier performances of this player (whose name is often wrongly spelt Melhorn) includes: Runner-up American Professional Championship 1925; beat A. Compston at Wentworth in the first International professional match, 1926 (and this was the only match the American professionals won); again beat Compston at Worcester, Mass., 1927 (playing as No. 1 for U.S.A.); he was 17th. in the British Open in 1921; 8th. in 1926; 9th. in 1928; and has many other fine achievements.

Robert Allan Cruickshank (born at Granton-on-Spey, 1894), became a professional in 1921 and went to the United States. He tied (with Bobby Jones) for the American Open in 1923, and was fourth in 1924; 5th. in British Open in 1929. Has won plenty of tournaments in America, including Los Angeles $10,000 Tournament in 1927, and with T. D. Armour the Four Ball Professional Championship of U.S.A.

I. W. Shewan has twice won the Championship of the R.H.K.G.C., and the Jaspar Clark Cup twice. Marton's record includes runner-up for Jaspar Clark Cup and Championship, and will be more impressive in a few years hence.

Shewan holds the competition record of the course—seventy—and has also done 73, while Marton has done 69 in an ordinary match, but nothing better than 74 in a competition.

Our visitors' announcement that they each propose to return 70 in this match is interesting, but if they do so many will be astonished, and everyone will be delighted.

Tickets will be on sale at the entrance to the Club buildings, and in both Clubs and on the course. To save trouble, all spectators are asked to display their badges prominently.

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Empress of Canada†	Apr. 25	Apr. 28	Apr. 30	May 2	May 14
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Empress of Japan‡	May 23	May 26	May 28	May 30	June 10
Empress of Asia*	June 5	June 8	June 11	June 13	June 22
Empress of Canada	June 20	June 23	June 25	June 27	July 8
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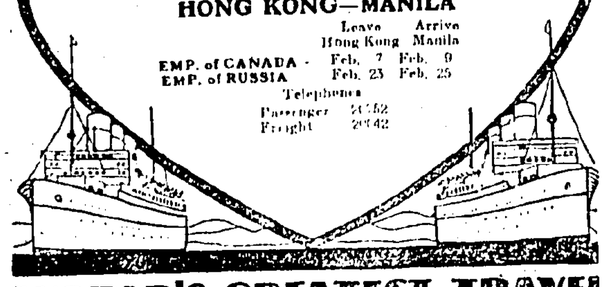

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ANGERS	14th Apr.	G. METZINGER	13th Apr.
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3.50-5.10 p.m. (Approx.). Running Commentary of the Police v. Kowloon Football match to be held on the K.F.C. ground.

5.10-7.00 p.m. (Approx.). Chinese Programme.

7.00 p.m. European Programme of Victor Records kindly supplied by Messrs. Tsang Fook Piano Co.

7.00-8.00 p.m. Variety.
Orchestral-My Heart Stood Still.
Orchestral-Together.
Song-The Big Rock Candy Mountains.
Mac (Harry McClintock). 21704.
Chorus-Watermelon (Plantation Song).
Chorus-Ain't It A Shame.
Utica Institute Jubilee Singers. 21600.
Organ Solo-Out Of The Dawn (From "Warming Up").
Organ Solo-My Angel (From "Street Angel").
Jesse Crawford. 21630.
Song-If I Could Just Stop Dreaming (Beasley).
Song-Missin' My Pal (Beasley).
Irene Beasley. 21639.
Humorous Song-Dolan's Poker Party.
Humorous Song-O'Hooligan's Ball.
Frank Crumit. 21579.
Organ Solo-I Loved You Then As I Love You Now.
Jesse Crawford. 21728.
Song-I Can't Do With-Out You.
Song-Just Like A Melody Out Of The Sky.
Gene Austin (Tenor). 21454.
Chorus-Where Did You Get That Name?
Chorus-Etiquette Blues.
The Happiness Boys. 21797.
8.00-8.32 p.m. Orchestral.
Phedre-Overture (Massenet).
San Francisco Symphony Orch. 7154.
Moonlight On The Alster (Fetras).
Siren Of The Ball (Lehar-Scott).
Merck Weber and His Orchestra. 35862.
Triumphal March (Grieg).
Victor Symphony Orchestra. 35736.
Fete-Dieu A Seville (Holiday In Seville) (Albeniz).
Leopold Stokowski and Philadelphia Orchestra. 7158.
8.32-9.00 p.m. Musical Comedy.
The Student Prince In Heidelberg-Vocal Gems.
The Love Song-Vocal Gems.
Victor Light Opera Co. 35757.
Bitter Sweet-I'll See You Again (Noel Coward).
Sons O'Guns-It's You I Love.
Olga Albani (Soprano). 22313.
The Yankee Princess-Vocal Gems.
Blossom Time-Vocal Gems.
Victor Light Opera Co. 35722.
9.00 p.m. Weather Report, Local Time, etc.
9.05-9.30 p.m. Operatic.
Faust-Air Des Bijous (The Jewel Song) (Gounod).
Faust-Le Roi De Thule (The King Of Thule) (Gounod).
Elizabeth Rethberg (Soprano). 7179.
Trovatore-Selections (Verdi).
Crentore's Band. 35778.
Falstaff-From Secret Caves and Bowers (Verdi).
La Sonnambula-Could I Believe (Bellini).
Toti Del Monte (Soprano). 7198.
9.30-10.00 p.m. Dance Programme.
10.00 p.m. If weather conditions prove favourable, there will be a boxing tournament relayed from Manila. The principal events being:—Kid Joe and Rush Martinez (118 lbs). Harry Ewin (H.M.S. Kent) and Carlos Logan (158 lbs).
If time permits a dance programme will be given after this relay until 11.30 p.m.
11.30 p.m. Close Down.

SUNDAY'S PROGRAMME.

10.00 a.m. St. Joseph's Church Relay.
11.00 a.m. Chinese Programme.
1.30 p.m. Weather Report, Local Time, etc.
2.00 p.m. Close Down.
800-10.00 p.m. European Programme of Columbia Records kindly supplied by Messrs. Anderson Music Co.
8.00-9.00 p.m.
Orchestral-Nocturnes-Nuages (Debussy).
Orchestral-Nocturne-Fetes (Debussy).
Orchestre de la Societe Des Concerts Du Conservatoire, Paris. 9656.
Octet-Hungarian Rhapsody No. 1 in F (Liszt arr. Sear).
J. H. Squire Celeste Octet. 9209
Song-Romeo and Juliet-Waltz Song (Gounod).
Gertrude Johnson (Soprano). 9193.
Orchestral-L'Arlesienne Suite-Minuet-Intermezzo (Bizzet arr. Sear).
J. H. Squire Chamber Orch. 9835.
Octet-Traume (Dreams) (Wagner arr. Willoughby).
J. H. Squire Celeste Octet. 20.
Octet-Mignon-Polonaise (Thomas arr. Robertson).
Octet-Mignon-Introduction et Romance (Thomas arr. Robertson).
J. H. Squire Celeste Octet. 9507.
Octet-Memories of Tschaikowsky (arr. Sear).
J. H. Squire Celeste Octet. 9198.
9.00 p.m. Weather Report, Local Time, etc.
9.05-9.40 p.m. From The Studio-Pianoforte Recital by Julius J. Levintoff.
"Marche Funebre"-Chopin.
"Barcarolle"-Tschaikowsky.
"Polishinelle"-Rachmaninoff.
"Minuet"-Paderewski.
Violin Solo-Elegie (Massenet).
Violin Solo-Thais-Meditation (Massenet).
Albert Sammons. 9415.
"Volga Boatmen"-A. Kleinpaul.
"Jin Autumn"-Tschaikowsky.
"Nightingale"-Liszt.
"Ave Maria"-Schubert.
9.40-10.00 p.m.
Organ Solo-Andantino (Song Of The Soul) (Lemare).
Organ Solo-In A Monastery Garden (Ketelbey).
G. T. Pattman. 9135.
Orchestral-Invitation To The Waltz (Weber).
The Balse Symphony Orch. 9691.
10.00 p.m. Close Down.

A Reminder.

Listeners are reminded that it is now necessary to obtain Broadcast Receiving Licences for the current year. These are obtainable at the Radio Office, Des Voeux Road, Central. The Licence Fee is $10.00.

CONSIGNEES' NOTICES.

OCEAN STEAM SHIP CO., LTD.
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Consignees per Company's Vessel,
"TYNDAREUS"
From SEATTLE, VANCOUVER and VICTORIA via JAPAN.

are requested to take delivery of Flour, and Lumber shipments as soon as the vessel is ready to discharge and are hereby notified that if their lighters are not placed alongside the steamer as required, their shipments will be discharged into Holt's Wharf Kowloon, at their expense, where the cargo will lie also at their risk and expense and subject to the terms and conditions of storage at Holt's Wharf. Steamer will commence discharge on the 23rd January, 1931.

General cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignees' risk and subject to the terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from the Godown on and after 23rd January, 1931.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all General Cargo remaining undelivered after the 29th January 1931, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 11th February 1931, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong 22nd January, 1931.

CONSIGNEES' NOTICES.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO', ANTWERP, LONDON and STRAITS.

The Steamship,
"BENALDER"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th January 1931 will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 8th February 1931, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th January 1931, at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by,

GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hongkong, 18th January, 1931.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship,
"PORTHOS"
Arrived Hongkong on Tuesday, the 20th January, 1931.
From MARSEILLES, &c.

Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hongkong Kowloon wharf and godown Co. Ltd., Kowloon, whence delivery can be obtained as the goods are landed.—

Goods not cleared within 7 days including date of arrival, will be subject to rent.

All claims must be sent to the undersigned before Thursday, the 29th January, 1931, or they will not be recognized.

Damaged Packages must be left in the Godowns for examination by the consignees, and the Company's Surveyor Messrs:—Goddard and Douglas at 10.00 a.m. on Monday, the 26th January, 1931.

No claims will be admitted after the goods have left the Godowns.

No fire insurance will be effected by us in any case whatever.

R. OHL,
Agent.

Hongkong, 20th January, 1931.

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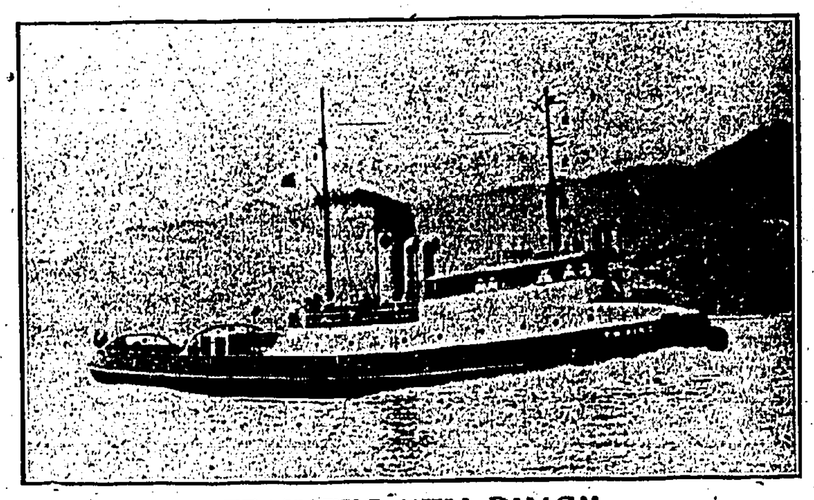

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S. S	Tons	From Hongkong (about)	Destination
COMORIN	15,132	31st Jan.	Bombay, M'les & L'don
*KIDDERPORE	5,334	5 Feb. 10 a.m.	Straits, Colombo & B'bay
*PERIM	7,640	7th Feb.	M'les, London, Hull, H'burg, Rotterdam & Antwerp
‖KASHGAR	9,005	14th Feb	M'les, London, Hull Rotterdam & Antwerp
MALWA	10,980	28th Feb	Marseilles, & London
‡KHIVA	9,135	7th Mar.	M'les, L'don Hull, H'burg, Rotterdam & Antwerp
‖KHYBER	9,114	14th Mar.	M'les, L'don, Hull, Rotterdam & Antwerp

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BRITISH INDIA-APCAR SAILINGS

TALMA	10,000	7th Feb.	S'pore, Penang & Calcutta
TAKADA	6,949	27th Feb.	S'pore, Penang & Calcutta
TILAWA	10,006	17th Mar.	S'pore, Penang & Calcutta

B. I. Appear Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

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Hong-Kong to Sydney—19 days.
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KHIVA	9,135	27 Jan. noon.	S'hai, Moji, Kobe & Yoko
MALWA	10,980	31st Jan.	S'hai, Moji, Kobe & Yoko
‡ALIPORE	5,273	1st Feb.	Moji, & Kobe
TAKADA	6,949	8th Feb.	Amoy, Moji, Kobe & Osaka
TANDA	6,956	6th Feb.	S'hai, Moji, Kobe, Osaka & Yoko
KHYBER	9,114	14th Feb.	S'hai, Moji, Kobe & Yoko
‡SOMALI	——	20th Feb.	S'hai, Moji, Kobe & Yoko
TILAWA	10,006	23rd Feb.	Amoy, S'hai, Moji, Kobe & Osaka
RAWALPINDI	16,619	28th Feb.	S'hai, Kobe & Yoko
SANTHIA	7,754	10th Mar.	Amoy, Moji, Kobe Osaka & Yoko
ST. ALBANS	4,500	6th Mar.	S'hai, Moji, Kobe, Osaka & Yoko

‡Cargo only.

All dates are approximate and subject to alteration without notice.
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TAIPING	March 13th	March 20th	March 23rd	April 9th
CHANGTE	April 14th	April 21st	April 24th	May 18th
TAIPING	May 12th	May 19th	May 22nd	June 7th

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TIFFANY presents

"MAMBA"

Forbidden love, fierce hate, savage passions in a drama of romance and adventure in the jungle—Produced entirely in Sound and Technicolor.

Jean Hersholt - Eleanor Boardman - Ralph Forbes

Directed by Al Rogell

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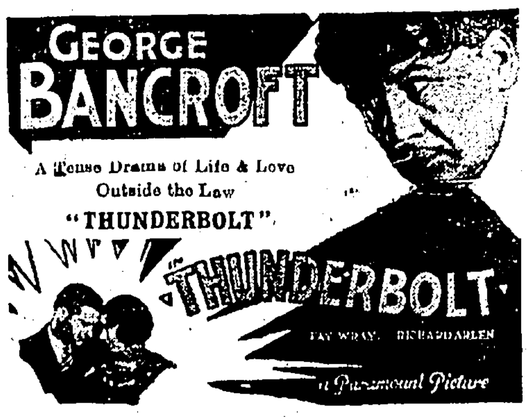

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MAJESTIC THEATRE

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FALL FROM HOLBORN VIADUCT.

STOUT MAN WHO WAS SLIMMING.

A story of slimming treament by which a man lost three or four stone in weight in three months was told at the inquest by the City coroner on Meyer Henry Hart (30), of Anson-road, Cricklewood, who was found injured in Shoe-lane below Holborn Viaduct.

Joseph Hart, of Elm-way, Neasden, a brother, stated that since August, Hart, who was a stout man, had been dieting, swimming and sun-bathing.

The Coroner (Dr. F. J. Waldo): You think that he had been fasting too much?—Yes, his skin was in folds.

He was getting on the lean side?—Yes, he was quite lean. He cut down his food to the minimum.

"Promised Big Position."

Mr. Hart added that his brother had intended to give up his work and office because a man had promised him a big position as secretary. Hart had been worried because the promise had not materialised.

In reply to Mr. Daniel Hopkin, M.P., counsel for the relatives, Mr. Hart said that his brother was financially sound.

Dr. J. R. Beddard, of St. Batholomew's Hospital, said death was due to multiple injuries. The man was suffering from gastric trouble, which would have caused him to lose weight. He did not think that the dieting did any harm in view of his condition.

Mr. Hopkin, who said that he himself weighed 14st. 8oz., asked the doctor if he (Mr. Hopkin) reduced his weight to 11st. in a short time it would undermine his constutition.

Dr. Beddard said that fat in a healthy active person did not indicate the need for dieting.

The coroner, in recording an open verdict, said that there was a certain amount of mystery in the case, and it looked as though Mr. Hart did fall for some reason or other from Holborn Viaduct.

Printed and Published for the Proprietors by FREDERICK PERCY FRANKLIN, at 1 and 3. Wyndham Street, in the City of Victoria Hongkong.

KWANGSI PEACE CONFERENCE.

OPPOSITION TO GENERAL WANG SHAO-HUNG.

MERCHANTS OBJECT.

Shanghai, Jan. 23.

The Nanking Conference for the settlement of political disputes between Kwangtung and Kwangsi and reorganisation of the military affairs in the latter Province will be opened at Nanking to-morrow and will be presided over by Marshal Chiang Kai-shek. Generals Wang Shao-hung and Wu Ting-yang, ex-Commissioner of Reconstruction in Kwangsi will participate in the conference.

Nanking political circles believe that the Government may reconsider the appointment of General Wang as Military Governor in view of the strong protest by the Shanghai's Kwangsi Merchants' Club and representatives of the Kwangsi districts.

The mercantile bodies are submitting a petition to Nanking demanding that General Wang should not be re-appointed Military Governor.

The two Kwangsi generals arrived in Shanghai to-day and will proceed to Nanking this afternoon.

Marshal Chiang Kai-shek is understood to be considering the names of two persons who may be appointed Commissioner of Pacification in Kwangsi where the Provincial Government will not be organised for some time. One of the terms to be submitted by the rebel commanders includes the cancellation of the arrest order for General Li Chung-yen and Pei Chung-hsi, who, it is suggested, should be appointed on a Government mission to go abroad.

CORRESPONDENCE.

The Vaccination Laws.

[To The Editor of *Hongkong Telegraph.*]

Sir,—Articles re vaccination of infants, may I put it this way? As a resident of 24 years standing in this Colony, believe me or believe me not, it is the first time that I ever heard about the Registration Ordinance re vaccination in my case only. *Telegraph* issues of 21st, and 22nd. January, 1931, give rise to prosecutions towards parents. Now, my experience begins here 21st. and 22nd. January, 1931, *Hongkong Telegraph* Press.

May I ask is it logical to prosecute for any infringement? If so, then why not find out who is who, re knowing it all or not, before blowing so many trumpets against some of the poor unfortunate and ignorant population to whom I am one. It's better not to put all of the eggs into one basket.

As a matter of factatam, I think it should be the business of those concerned re vaccination on behalf of the Law to enforce more common and widely circulated bill posters in all the civilised streets of the Colony as a warning to all. When this is done, less dirty knots and linen will need untying and spreading out. Cast no stones, for they may rebound!

I was never vaccinated during my life. Can a Law vaccinate me? Then let them try it! I say this is a farce. Christ never was vaccinated, nor any of his Disciples. Granted it may be a good thing to those who believe in it, and perhaps to those who violate nature's law.

N.B.—Is vaccination a new discovery to our Lord? I say no. Only to civilised man. Here's luck to vaccination for every human in the world against small-pox.

With many thanks for publication.—Yours, etc.

JAMES EVANS.

SUGAR MARKET.

THE LATEST CABLED QUOTATIONS.

The following cabled quotations at the close of the sugar markets yesterday have been received by Messrs. Pentreath and Co.

London Terminals.

March 6/-¼ up ¼d.
May 6/3¼ up ¾d.
August 6/6¼ up ¾d.
December 6/10¼ up ¾d.
Buyers at the above prices. Sellers ¼d more.

New York Terminals.

March 1.33 no change.
May 1.40 no change.
July 1.47 no change.
September 1.54 no change.
December 1.63 up 1 pt.

Java Market steady at unchanged prices.

COMMUNIST PLOT FRUSTRATED.

JEWS AND ARABS ARRESTED IN JERUSALEM.

MOSLEM'S FUNERAL.

Jerusalem, Jan. 23.

It is disclosed that a Communist plot to create disturbances in Jerusalem during the funeral procession of Mohammad Ali was discovered last night.

The police acted swiftly and over thirty arrests were made, including both Jews and Arabs.

The ceremonies to-day passed off quietly, thanks to police precautions.

The Moslem leader's funeral procession, headed by Shaukat Ali, the Mufti of Jerusalem, was followed by thousands of mourners.

The pinewood coffin, shaped like a Moslem tomb, was draped with a piece of the Holy Carpet and carried in a motor-car to the grave, which was fashioned in a chamber north of the Western Wall Mosque, in an area to which a door had been specially built.

Funeral orations were delivered by visitors from Cairo, Amman and Tunis.—*Reuter.*

LADY MISSIONARY'S HEROISM.

BRAVE LETTER BY ENGLISHWOMAN.

The following account of the captivity and murder of Miss Eleanor Harrison and Miss Edith Nettleton by Chinese Communists is given by the Rev. Alfred Sills, of the Church Missionary Society, at Foochow.

Mr. Sills stated that the two women had to leave Chungan hurriedly without escort. Their little boat was stopped by Communists about 20 miles down the river, and they were taken up a mountain, and imprisoned in a small house.

At the end of June a letter was sent to Kienning City, obviously dictated by the Communists, asking for a ransom of £10,000, on the back was written, "We are peaceful and well treated."

In July the news that one of Miss Nettleton's fingers had been cut off was received at Foochow. After several attempts to find a messenger the Consul and Mr. Sills at last persuaded a carpenter, well known to the foreigners, to negotiate with the Communists.

A Mock Trial.

He was told that on September 1 the Communists were arranging to keep a Communist Day, when one of the women would be shot.

On that day, the messenger saw Miss Harrison arrive in a sedan chair from the place they were kept, which was a shack up a hill, about 10 miles from the Communist headquarters. There was a mock trial.

The messenger interviewed ten men, and obtained a reprieve for Miss Harrison. He was able to talk to her. She asked about the Chungan Church and Christians.

The messenger returned to Kienning City and gave a full report. On September 8 he started back with an offer of £1,000 for ransom, but the Communists scorned such a low sum.

The messenger again went back to Kienning, bringing a letter from Miss Harrison, which, like the former ones, had been censored by an English speaking Moscow-trainman among the Communists.

Miss Harrison was, however, able to send a private letter, in which she said, "There seems no end to our long, dark tunnel. I do not see how £4,000 can possibly be paid; is it *right* to pay so much for such a cause and for two old women? Our bodies, minds, and souls have been wonderfully kept. *He* has promised a way of escape. You must not do anything you do not think right." She also said she was glad that soldiers had not been sent.

Food For Prisoners.

The messenger saw the Englishwomen four times, and took food to them. About September 16, the Communists heard that £5,000 had been promised in England.

In a private letter to Mr. Sills, Miss Harrison says, "Is this last a hoax? If only one can get out it must be Miss Nettleton, as she has a mother living. Oh, God is good."

When it was decided to give £5,000, it still took a few days to get Bank of China notes, then the man left on September 23 with instructions that the women must be released before the money was given. On reaching Kienning he left the money there and went on another two days' journey, only to hear that the two women had been killed. Some soldiers had come against the Communists (led by a man who had formerly belonged to the Communists), and the Communists thought they had been betrayed by the messenger, so they killed the two women and fled.

IS BRITAIN BEARING "C 3'S"?

FITTEST MAY NOT BE THE BEST.

SCHOOL HEALTH.

The fact that 40,000 lives are being saved every year which would not have been saved a generation ago is emphasised in the report of Sir George Newman, Chief Medical Officer of the Board of Education, on "The Health of the School Child during 1929."

We are maintaining our population, he says, with the "less phyically fit."

The following are some of the outstanding passages in the report.

Sowing the "C.3" Seeds.

Too many seeds of far-reaching infection are sown in childhood (tuberculosis, measles, rheumatic fever, &c.), but the main stream of "school diseases" consist of slight and remedial departures from the normal, which, if promptly corrected, should leave no permanent mark behind. For instance, 850,000 cases of minor ailments were treated in 1929. The average degree of severity was considerably less than formerly.

Saving Tens of Thousands.

The infantile mortality rate of 1891-1900 was 153 per 1,000 compared with 74 per 1,000 for 1920-1929. Meanwhile, the birth rate had fallen from 25.5 in 1920 to 16.3 in 1920.

We are now saving the lives of tens of thousands of infants who, under former conditions, would not have survived.

Less Physically Fit.

When we remember also that for many years the birth rate has been declining more rapidly among the better physical stocks of the population than among the less physically fit, we cannot fail to recognise that the present generation of school children may be relatively lacking in physical stamina and powers of resistance.

This temporary change (provided it remains transitory) is not necessarily bad in itself nor a sound reason for not saving infant life.

In theory we could get a strong physical race by allowing the feebler specimens to die or be sterilised and breeding from the best stocks. But it is only a theory, for who is to determine which children shall die? and who is to select the best stocks?

We hear a great deal of talk about "the law of survival of the fittest" which obtains in Nature, but we are apt to forget that for man "the fittest" is not necessarily the best.

Study of Hygiene.

We shall never be in a position to deal satisfactorily with our school medical problems until and unless we improve the physical condition of the children between infancy and school life.

One of the matters most urgently calling for public attention is the study and practice of personal hygiene, both in the schools and among the mothers of pre-school children.

It is disappointing to find how very little systematic teaching in matters of health is being given in the secondary schools.

Sex Education.

It is open to question whether direct class instruction in sex education in this subject is either advisable or practicable. A wholesome view of sex should be induced indirectly by the reasonable teaching of hygiene from a biological standpoint and personal guidance to individuals.

More Dentists Needed.

Advocating a complete school dental service, Sir George says: It is probable that there are 4,000,000 school children in need of yearly dental treatment. At present treatment is given to 2,234,000.

To give a complete dental treatment would require about 1,300 dentists, an increase of about 800. Eventually 2,100 whole-time dentists would be required.

The additional annual cost would be £680,000, rising to £1,400,000.

First Year Perils.

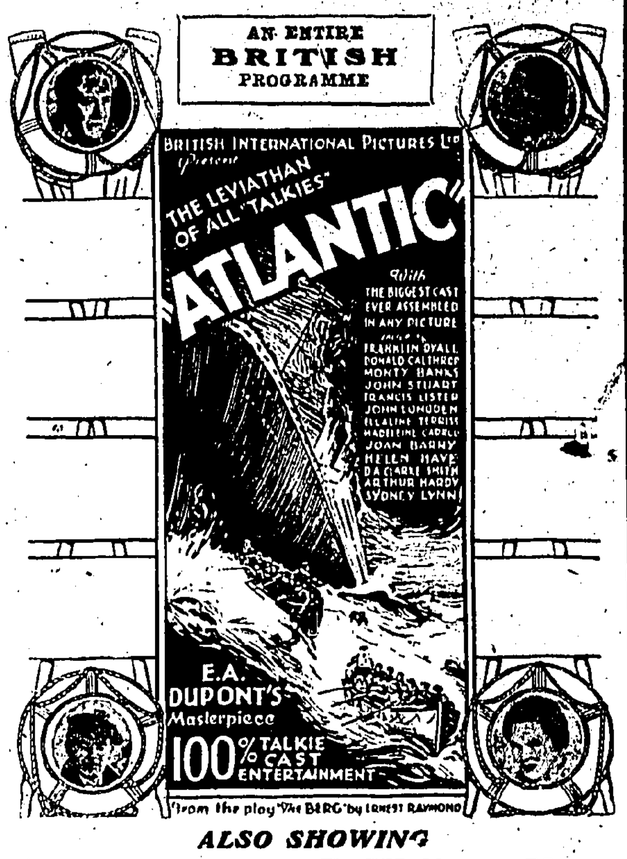
Of the 74,497 children who died under five years of age in 1929, as many as 47,868 were dead before their first birthday. Thirty years ago (1900) the nation lost 142,912 infants under one year of age.

"It is difficult to fulfil the true purposes of the School Medical Service," concludes Sir George, "in insanitary, ill-ventilated, unheated or unclean schools." He hopes that in the not distant future this blot may be removed.

Lady Harrington, widow of the late Sir John Lane Harrington, has renounced her title in the United States Federal Courts and resumed her American citizenship.

AT THE QUEEN'S Final Showings To-day At 2.30, 5.10, 7.15 & 9.20.

AN ENTIRE BRITISH PROGRAMME



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PATHETONE-WEEKLY

THE LATEST IN BRITISH NEWSREELS

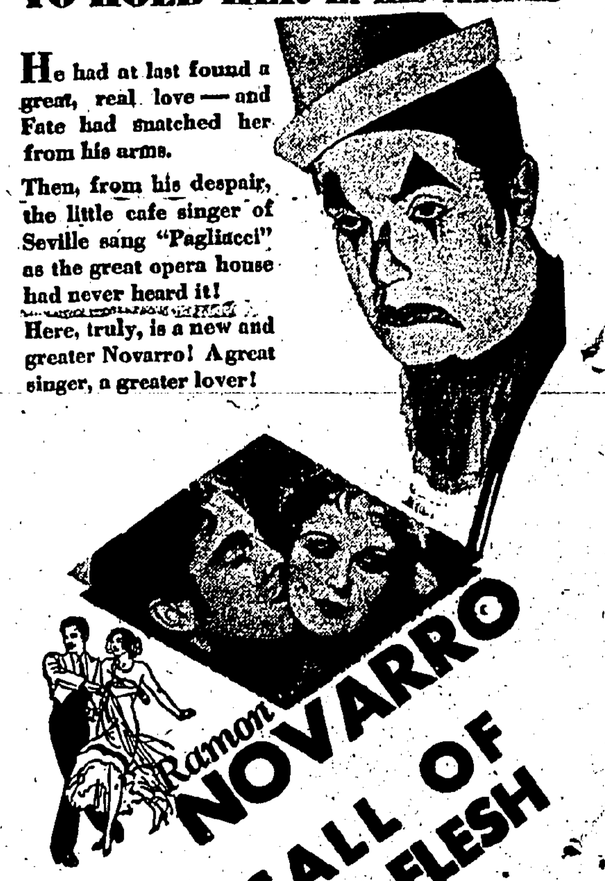
TO-MORROW

TO HOLD HER in his ARMS

He had at last found a great, real love — and Fate had snatched her from his arms.

Then, from his despair, the little cafe singer of Seville sang "Pagliacci" as the great opera house had never heard it!

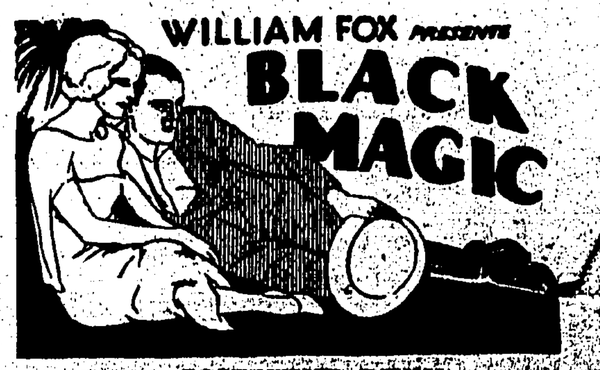
Here, truly, is a new and greater Novarro! A great singer, a greater lover!



with Dorothy Jordan, Renee Adoree, Nance O'Neil, Ernest Torrence

directed by Charles Brabin

a Metro-Goldwyn-Mayer TALKING PICTURE



with JOSEPHINE DUNN

AT THE STAR FINAL SHOWINGS TO-DAY At 2.30, 5.20 & 9.20